MICROFILM

START OF ROLL

ROLL NO.

166

construction Contracts

CON. 16
I-5, E.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 25, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Glen Green, Division Engineer
Federal Highway Administration

FROM J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

NOTED
F. B. KLABOE

SUBJECT File 46049-Northwest Natural Gas Company, N. Tigard Int.-Hubbard Int., Pacific Highway, Washington County, Project I-5-5(23)

Subject property, if unimproved, would have a unit value, according to appraisals in file, of from $25,000 to $27,500 per acre. In a normal situation, allowing for average improvements, this unit value would prevail.

However, subject property is developed to a special purpose use, including substantial improvements valued in excess of $700,000. A close study of the file indicates that the owners made the most practicable use of the land available. Study further shows that any appreciable loss of area would render the improved site to a condition unsuited to the continuity of the highly specialized use.

Even with additional lands to replace the right of way acquisition, extensive adjustments are necessary to restore the full special purpose utility of the overall land and improvements. Therefore, it is contended that without replacement lands contiguous to subject property, the $700,000 special purpose improvements would no longer be fully suited to their intended use and consequently would suffer extensive damages.

Thus, to make possible the continuing utility of the existing land and special purpose improvements, smaller adjacent parcels, having appreciably higher unit values,

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STATE HWY ENGR
MAY 29 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

had to be acquired. The value of the land being taken must be equated to the value of the only land available to accomplish this purpose.

Because the property owners felt that they already needed additional land for expansion and because that need was precipitated by knowledge of the pending highway acquisition, the owners recently purchased 0.68 acres, in two transactions, at an average unit cost of $1.35 per square foot. All appraisers indicated that this did not enhance the unit land value of the larger tract, but they recognized that it protected the overall development. It is inconceivable to expect a land-owner, having barely adequate land area, to reduce his holdings to a less than adequate area for less money than would be required to replace it, especially when as in subject instance, such a loss of area would foreshorten the remaining economic life of the substantial special purpose improvements situated upon the remaining land.

Necessity for contiguous holdings can further be attributed to safety, functionality, security and less need for duplication of facilities. Northwest Natural Gas Company is an ever expanding company and will have continuing need for this site. The extensive special purpose improvements already developed upon subject property demand that the taken area be replaced from contiguous ownerships to forestall premature loss of their utility. Hence, it is apparent that the value of the land taken is directly proportionate to the cost to replace it.

On this assumption, the value of the taking can be shown as follows:

Land 44,400 x $1.35	$61,272	
Improvements in taking	2,600	
Cost to cure	41,313	
	$105,185	say $105,200

The settlement was made as follows:

Cash	$50,265
Excess Land (at cost)	55,026
	$105,291

cc: F. B. Klaboe ✓
A. E. Johnson
L. H. Young
V. E. Skoog
M. R. Mitchell

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 13, 1973

In reply refer to: 10-35.7

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
N. Tigard-Hubbard Section
Ineligibility Notification 35-72-FIN-56
Files 46048 and 46049

Right of Way Engineer Boyd's March 16 letter provided additional information concerning the appraisals on the Northwest Natural Gas Company acquisition.

NOTED
A. E. JOHNSON

Federal participation in these two files is complicated by the fact that excess land acquired from File 46048 was used as partial payment in the settlement of File 46049. The basis for Federal participation in such exchanges is outlined in Paragraph 7e of PPM 80-1.

Federal funds cannot participate in the excess of cost of acquiring the exchange land nor in damages assigned to the remaining Northwest Gas property on the basis of the cost to replace the land acquired. We will participate in the amount of $104,747 ($77,797 plus $26,950). At the present time the amount of $37,340 is coded nonparticipating covering Files 46048 and 46049. Based upon the participation limits outlined above the State may place in a participating status an additional $9,846. This would leave $27,494 in a nonparticipating status. If this arrangement is acceptable then we will reissue the ineligibility notification.

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FOR
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Orig - J. B. Boyd
4-17-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Con 16
15' E

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
JAN 30 73
REFER TO
FOR
Info | Review | R/D | D/R | Sign | Act | File

TO: Glen L. Green, Division Engineer
Federal Highway Administration

NOTED
R. F. SMART

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: File 46049 - Northwest Natural Gas Co.
North Tigard Interchange-Hubbard Interchange; Pacific Highway;
Washington County; Project #I-5-5(23)

Additional information was requested by your office from Mr. Elmer Kolberg.

The attached revised appraisal should satisfy your requirements. There is no value change.

It is hoped this file is now fully participating

RS:ha
attachment
cc F. B. Klaboe
W. E. Johnson
L. H. Young
V. E. Skoog
W. H. Haskin

NOTED
F. B. KLABOE

Can 16
195
N. Tgd - Hub

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 16, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED
J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

SUBJECT File 46049-Northwest Natural Gas Company, N. Tigard Int.-Hubbard Int., Washington County, Project I-5-5(23), Ineligibility Notification 35-72-FIN-56

Please see the revised review which considers revised appraisals by Mr. Kolberg and Mr. Meyer and an original appraisal by Mr. Day. The review is dated March 8, 1973. This third appraisal was secured at your request.

All appraisers have considered the recent acquisitions by the Gas Company as a part of the entirety before the taking as was requested.

There should be no further reason to consider this file non-participating.

cc: F. B. Klaboe ✓
A. E. Johnson
L. H. Young
V. E. Skoog
M. R. Mitchell

CON 16
I-5, E

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Adminstrator of Highways
Salem, Oregon

DATE: February 9, 1973

In reply refer to: 10-35.7

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
N. Tigard Interchange-Hubbard Interchange
File 46049 Northwest Natural Gas
(Federal-aid Preaudit Ineligibility Notification 35-72-FIN-56)

Assistant Right of Way Engineer John R. Oakes' January 30 letter submitted some additional information concerning an ineligibility notification. The appraisal data submitted by Fee Appraiser Kolberg provides inadequate support for the damage figure of $40,000 to the remaining main building. The report does not include the latest cost to cure data submitted by Story Construction. The before appraisal does not include the additional property acquired by the owner which lies between the main building and the street fronting the subject property. Due to these items as well as the wide difference in the State's appraisals there is no change in our ineligibility notification.

If an additional fee appraisal would be helpful in resolving the matter, Federal funds will participate in the cost of the additional appraisal. In this event all appraisals should be placed upon the proper basis by including the land between the main building and the road fronting the subject property. The latest cost to cure data from Story Construction should be considered by all appraisers.

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STATE HWY ENGR
FEB 13 73
REFER TO
Right of Way
FOR
Info | Invgs | R/D | D/R | Sign | Act | File

Orig to 2-13-73

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

RECEIVED
JAN 15 1973

FHWA-12: (12-67)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 9, 1973

In reply refer to: 10-35.7

Pac. E. J. Mathis

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(23)
N. Tigard Int.-Hubbard Int. Section
File 46049-Northwest Natural Gas Company
Ineligibility Notification 35-72-FIN-56

Mr. John R. Oakes' December 21 letter with attachments in answer to FHWA Ineligibility Notification 35-72-FIN-56 is insufficient, and therefore the damages in question remain in a nonparticipating status.

As stated in the Ineligibility Notification before and after appraisals are required from both appraisers. Mr. Kolberg's letter simply restates the position he held in his taking-only appraisal and fails to show that the subject remainder is damaged due to the taking. He contends that since the owner has an immediate need to replace the land taken, the excess cost of the replacement land should be part of the just compensation.

Federal participation will be limited to the amount of damages to the remaining facility and not the excessive cost of the replacement property.

sig to
1-15-73

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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DEC 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 21, 1972

TO Glen Green, Division Engineer
Federal Highway Administration

NOTED
F. B. KLABOE

FROM John R. Oakes, Assistant R/W Engineer
Oregon State Highway Division

SUBJECT File 46049-Northwest Natural Gas Company, N. Tigard Int.-Hubbard Int., Pacific Highway, Washington County, Project I 5-5(23)

Your request for additional information in FHWA Ineligibility Notification 35-72-FIN-56 has brought answers from both appraisers which are attached.

Both appraisers insist the purchases or replacement property were precipitated by the State's right of way acquisition and were not part of the before entirety. Mr. Kolberg has indicated his land unit value would apply to the entirety and has shown a land value for the larger property. The cost to cure the damage caused by the right of way acquisition is indicated by the excess of over $25,000 per acre paid by Northwest Natural Gas Company for the properties purchased to replace the taking. Mr. Meyer's thinking is similar to Mr. Kolberg's.

It is hoped this further clarification regarding damages has placed the acquisition on a fully participating basis.

attachment

CC: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
STATE HWY ENGR
DEC 22 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7937

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 10, 1974

TO C. W. Head — V. Gallagher
John Bond — Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Donald M. Drake Co.
Contract 7937

Attached is a copy of a letter and Treasurer's Receipts as follows:

#1274	(Bonds 391/420)	$30,000.00
#1275	(Bonds 91/100)	10,000.00
#1276	(Bonds 89/98)	10,000.00
	TOTAL	$50,000.00

advising us of the deposit by Donald M. Drake Co. in lieu of retainage on contract 7937.

A copy of the letter and receipts will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1274

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Address Portland, Oregon 97209

Date July 8, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States of America, State of Oregon, County of Clatsop Port of Astoria General Obligation Improvement Bonds Series 1963 3 1/10% Dated Apr. 1, 1963 Due Apr. 1, 1975	391/420	30	1,000				30,000.00
							30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Myrtle Crowe Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JUL 10 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1275

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Address Portland, Oregon 97209

Date July 8, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Marion City of Stayton Storm Sewer Bonds 3½% Dated June 1, 1965 Due June 1, 1975	91/100	10	1,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Myrtle Cowan Deputy Cashier

SPECIAL INSTRUCTIONS

Jack Mathews
State Treasurer

RECEIVED
JUL 10 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1276

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, Oregon 97209

Address

Date July 8, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Clackamas, Damascus Water District Bonds 4% Dated July 1, 1964 Due July 1, 1975	89/98	10	1,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JUL 10 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

RECEIVED
JUL 10 1974
Contract Accts.

July 9, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1274/1276 dated July 8, 1974, covering the following listed securities:

County of Clackmas	$10,000.00	Treas Rect # 1276
City of Stayton	10,000.00	Treas Rect # 1275
Port of Astoria	30,000.00	Treas Rect # 1274
Total	$50,000.00	

We have credited your State Highway contract number 7937.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

7937

F-BK

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

NOTED
F. B. KLABOE

DATE July 9, 1974

TO MEMO

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Contract 7937
S. Tigard Interchange-East Portland Freeway

This is my analysis of the impact on this job and the public that could result from shutdown in performing work because of an extended strike.

This complicated project entails precise timing to complete. In general, it is designed to require three stages of construction as follows:

Stage 1 - Widen roadway and bridges (either new construction or temporary detour) to provide room and asphalt surfacing for four lanes of traffic easterly of the existing median.

Stage 2 - With traffic on the widened northbound lanes, the southbound lanes (westerly of the existing median) including structures, can be constructed including the PCC paving.

Stage 3 - With traffic shifted to the southbound lanes, the PCC paving can be performed on the northbound lanes and structures completed.

Final placing of the precast median barrier in its permanent location will then permit traffic to flow in its designed manner. Actually, the median barrier will be used in two locations prior to its final position to separate traffic during stages 2 and 3.

Appropriate weather is necessary to permit some phases of this stage construction. In addition, there are timing requirements about work in the Tualatin River that can control the contractor in completion of his work under the contract.

7/10/74
Cpt. Barrie Johnson

The contractor's current schedule calls for completion of at least most of the Stage 1 work to permit shifting traffic to the northbound lanes early next spring. If his operations are delayed, and this shift is not possible, he would not be able to meet his anticipated completion date early in 1976. A shutdown of a month this summer would appear to result in a full season's delay in completion of this project and delay use by the public of the new facility until late 1976 or early 1977.

The high volume of traffic flowing along this section of I-5 and the exposure to accidents because of the adjacent construction work, and the large number of interchanges, substandard clearances, and other design factors make this possible delay even more critical to the motoring public. Consideration should be given any actions on our part to avoid this type delay to this project.

HSC:ia

cc C. T. Keasey
E. L. Hardt

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 3, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. M. D. Payne
Resident Engineer
12949 S.W. Pacific Hwy.
Tigard, Oregon 97223

Re: Contractors Activities
S. Tigard Intchg.-E. Portland
Freeway Interchange Section
Pacific Highway (I-5)
Washington County
Contract 7937

On July 1, 1974, I wrote a letter to Mr. C. T. Keasey with a copy to you, regarding complaints made by Mr. Ernie Kendrew of Southern Pacific about the contractors activities on the S. Tigard Intchg.-E. Portland Freeway Intchg. Section of the Pacific Highway. In talking with Jess Jones, Utility Auditor in the Finance Section, he advised me that these incidents are similar to events which have happened in the past, ultimately causing the contractor a large amount of expense.

On the La Grande By-pass Section of the Old Oregon Trail Highway, the State had agreed to pay the first $30,000. protective cost with the balance to be borne by the contractor. Due to the contractors use of haul roads without adequate notice to the railroad, it was necessary for the railroad to assign a permanent flagman to protect this crossing. The total railroad protective costs on this project amounted to $111,004.92 leaving $81,004.92 to be paid by the contractor. On the Lime Section of the Old Oregon Trail Highway, the contractors share of railroad protective cost amounted to approximately $60,000. The excessive cost of the Lime job was also the contractors failure to properly notify the railroad when he would be utilizing a haul road crossing and resulted in assigning a permanent flagman to the area.

I cite these figures so that perhaps you might advise the contractor as to the magnitude of this railroad protective cost which may be his responsibility. If the contractor will properly schedule his work and notify the Southern Pacific Transportation Company of his activities, and the times when he will be working on the railroad property, I feel certain that his railroad protective costs can be held within the amount which the State has agreed to pay. It is also to the State's benefit that the contractor properly utilize the railroad inspection which is required to avoid the possibility of more stringent requirements on construction projects involving Southern Pacific property being placed upon both the State Highway Division and our contractors.

If there is anything further I can do to aid you in bringing this matter to the contractors attention, please do not hesitate calling on me.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

NOTED
H.S.COULTER

cc: H. S. Coulter
C. T. Keasey
J. L. Sollis
V. E. Skoog
J. B. Boyd
E. L. Hardt
H. R. Harris

RECEIVED
JUL 5 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 2, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Falsework Status Report

Enclosed is one copy each of the falsework status reports for the following structures:

Tualatin River Bridge near West Linn, Oregon, Contract 7937

Columbia River (Astoria) Bridge, Contract 7782, Maintenance Painting

All contract work was completed on the Columbia River (Astoria) Bridge project, and all scaffolding and cables removed on June 29, 1974. This is the final report.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R. W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.

cc E. S. Hunter
C. T. Keasey
Att. A. C. Harwood

RECEIVED
JUL 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7937 Coulter J

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED H. S. COULTER
RECEIVED JUL 1974
Office of Assistant State Highway Engineer

Salem, Oregon
July 1, 1974

To: C. T. Keasey
Construction Engineer
Salem

SUBJECT: Contractor's activities on Southern Pacific Railroad Company, Right of Way

I had conversation this morning with Mr. Ernie Kendrew of Southern Pacific Transportation Company, who is my contact with Southern Pacific, regarding the Highway Projects which affect Southern Pacific Transportation Company's operating facilities. He cited me three different instances on existing contracts where the contractor is requiring Southern Pacific to furnish an excessive amount of inspection due to the contractor on these projects not working in an expeditious manner to complete the work on the Southern Pacific Right of Way. The three projects in question are: S. E. Foster Rd.-S. E. Causey Avenue Section of the East Portland Freeway, Contract No. 7748; Woodburn Intchg.-Hayesville Intchg. Sections of the Pacific Highway, Contract No. 7866; South Tigard Intchg.-East Portland Freeway Section of the Pacific Highway, Contract No. 7937.

In all three of these projects, the contractor has worked intermitantly on the portions of the work which require a railroad inspector to be present. This type of operation by the contractor has required that the railroad have inspectors on the project at the times when no work on railroad property is being performed and in fact, an inspector is not needed. This has increased the railroad inspection costs, which in accordance with the contract, will be borne by the contractor, but nevertheless, have caused Southern Pacific inconvenience since their inspectors could be utilized in other projects requiring them to get extra inspection help.

Mr. Kendrew cited on the Chemawa Overcrossing of the Southern Pacific tracks an instance where Southern Pacific all this week had two inspectors on the job and the contractor anticipating the placement of beams over the railroad. Two inspectors have been necessary to coordinate communications, etc., during this beam placement operation. During this five day period the contractor has not done any of the work that he anticipates. The additional inspector which has been required to be on the project could be utilized by Southern Pacific more beneficially at another location. It will be still necessary for Southern Pacific to supply two inspectors next week through the period of time through the time the contractor is installing the beams.

Mr. Kendrew advises me that if our contractors continue this lack of coordination with Southern Pacific, insofar as inspection goes, that Southern Pacific may require us to include more stringent requirements in the specifications requiring the contractor to perhaps provide seven days written notice before railroad inspectors will be furnished or some other form of inconvenience to the contractor.

It would be appreciated if you could do what you can to have our contractors better coordinate their work with Southern Pacific so that the SPTC can plan the utilization of their engineer inspectors.

If there is any assistance I can give you in this matter or any further information you require, please contact me.

Yours truly,

J. E. Chidsey,
Railroad and Utility Engineer

JEC:kas

cc: H. S. Coulter
J. L. Sollis
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
J. E. Holland
G. J. Hall
Maurice Payne

7937

June 25, 1974

Mr. Chuck Dunaway
Route 1, Box 528
Hillsboro, OR 97123

Dear Mr. Dunaway:

357.J

Please accept my apologies for the slow response to your letter written early in May concerning the damage to your truck when your outside rear view mirror struck a diamond-shaped road construction sign on Interstate 5 south of the Lake Grove overpass.

The sign which you struck was mounted in the median by the contractor, to temporarily warn traffic of a work area close to the roadway. As you are aware, these signs are intended to improve safety through a work site for both motorists and the workmen, and take on sizeable dimensions to attract attention and achieve the desired response from motorists. In this instance, however, this sign because of its size became involved in an accident.

It is extremely unfortunate that you struck the sign. Our measurements indicate there should have been adequate room available for you to safely drive past it without moving into the right-hand lane. However, we will install a narrower sign in the median area to improve the available operating width through this portion of highway.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc Department of State Police

bcc F. B. Klaboe
H. S. Coulter
Ed Hardt
Jack Sollis

DRA:b ja

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 17, 1974

FILE:

FROM: D. R. Adams
Regional Construction Engineer

TO: Mr. H. S. Coulter
Asst. State Highway Engineer

SUBJECT: AEJ No. 357
Charles Dunaway Complaint

S. Tigard Interchange -
I-205 Interchange Section
Pacific Highway
Contract No. 7937

Attached herewith is suggested rough draft to Mr. Dunaway in regards to his accident which occurred on May 3, 1974. This draft which you requested is late in coming because we became involved in getting the problem corrected and neglected to forward the draft to you.

Mr. Dunaway struck a diamond shaped sign, mounted in the median on a wood post. The sign was mounted below the minimum seven foot standards and was in use to warn southbound traffic of construction activities at the railroad undercrossing at the Tualatin River.

I have attached a copy of the Report of Motor Vehicle Accident Observed by Employees. This contains a cross-section showing the 5'5" width of the sign, the 3'4" width of the concrete median and 13'6" lane width. With the sign in the median, we had only a 12'6" clear width between lane line and sign. This left very tight quarters for passing, especially if the motorist in the left hand lane was passing another car in the right hand lane. Three days after the accident, one half foot of each sign was removed from the corners thereby reducing the size of the sign to approximately 4'5" for a full ~~3'~~ 13- foot clearance between the lane line and the edge of sign.

We have requested a design from the Traffic Division to replace these non-standard signs using a vertical rectangular sign. With these designs now in hand we are negotiating to have the contractor make the signs and have them installed. The width of the new signs will not exceed 36 inches and therefore will not overhand the existing 3'4" curb.

DRA/b
att
cc: Jack Sollis w/att
M. D. Payne

RECEIVED
JUN 18 1974
Office of
Assistant State Highway Engineer

Form E-560

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident May 3, 1974 Time of Accident 9:15 (A.M. or P.M.)

Name of Driver Chuck Dunaway Name of Deceased (if any) NONE

Date of Field Investigation May 8, 1974 County Washington

Highway Name Pacific Highway Number 1 Route I-5

General Location 0.1 mile south of Upper Boones Ferry Structure over I-5

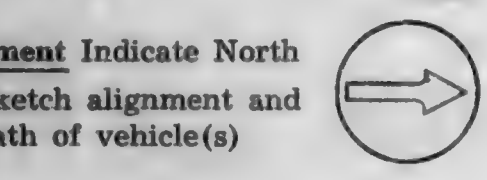
Mile Post 291.2 Posted Speed 50 M.P.H.

Check Appropriate Items:

Type of Culture	Surface Condition	Grade (in direction of Vehicle's travel)	Lighting
___ Heavy	X Dry	___ Level	X Daylight
___ Moderate	___ Wet	X Hillcrest	___ Dawn or Dusk
X Light	___ Snow or ice	___ Approx. ___% descending	___ Darkness Illum.
___ None	___ ___ (Other)	___ Approx. ___% ascending	___ Darkness, non-Illum.

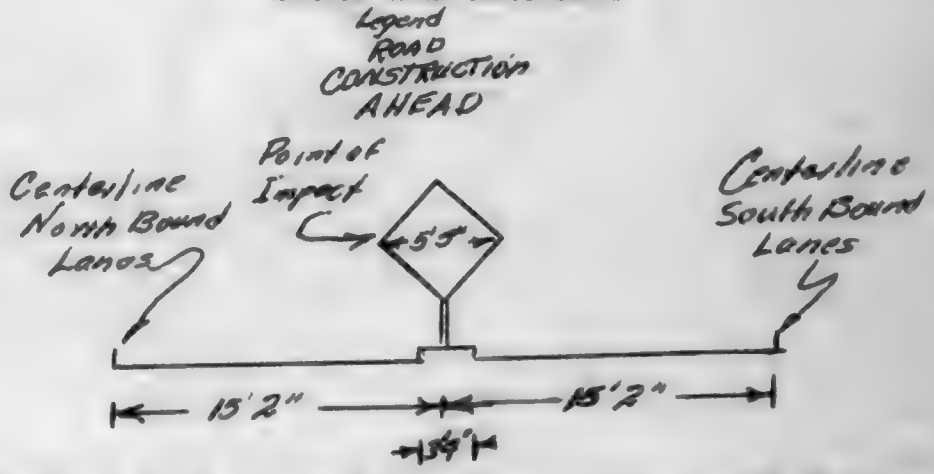
Alignment Indicate North

Sketch alignment and path of vehicle(s)



Highway, X-Section

Sketch with dimensions



Description of Accident: Pickup struck road construction sign mounted on median barrier post with left mirror, causing mirror to deflect back into window and breaking both the mirror and window.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer ✓
Maintenance Engineer
Traffic Engineer
Division Engineer
District Engineer

Investigator Lloyd F. Louderback

Title Traffic Control Engineer

5-20-70

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon 97223

DATE May 6, 1974

TO Memo to file

FROM Lloyd F. Louderback
Traffic Control Engineer

SUBJECT Accident of Chuck Dunaway

On May 3, 1974 Chuck Dunaway was driving north on I-5 (Pacific Highway) in the median lane 0.1 mile south of Upper Boones Ferry Interchange structure and hit a Road Construction Sign mounted above the steel median barrier in median with his left-hand mirror breaking mirror and left window of pickup truck (½ ton).

This sign was mounted as an advance warning sign for work south of Lower Boones Ferry Interchange. Station 197+00 to 220+00 - excavation work at railroad site for center pier. Two other advance warning signs were mounted on median at station L5 175+00 and at L5 185+ in the same position as struck sign at station L5 150+00.

This sign was not mounted at 7.0 + feet as the post was used in median in lieu of tripod to maintain as much travel way as possible and to minimize hazard to traveling public. Size of sign is in accordance with temporary protection and direction of traffic plans for freeway construction. Concrete median in this area is 3.33 feet wide with double steel median barrier with steel posts in center of concrete.

Said sign was 9.4 feet wide corner to corner across diamond. Lane width from centerline median to centerline of north bound lanes is 15.17 feet. Subtracting 1.7 from this for median leaves a lane 13.47 feet wide. Likewise subtracting width of sign of 2.7 feet from 15.17 feet leaves a lane of 12.47 feet or approximately ½ foot wider than a normal travel lane on freeway not taking in to account 2 - 4" wide paint stripes on normal lane. Since the time of accident namely on May 6, 1974 0.5 foot was removed from each side of said sign, thereby reducing its size to 8.33 feet out to out. Therefore leaving a lane width of 13.00 feet when sign is mounted in median.

Lloyd F. Louderback
Traffic Control Engineer

L-L:ccr

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3891

Reply to:
Post Office Box 487
Tualatin, Oregon 97062
Telephone (503) 639-6817

May 8, 1974

To Whom It May Concern:

On May 3, 1974 we had a "Road Construction" sign in median, just south of Upper Boones Ferry Road for controlling traffic. When taking sign down I noticed it had been hit by some vehicle on the Northbound side, but not knocked off the post.

Later in the day I was informed that it had been hit. This information was passed to me thru Mike Hemel (Oregon State Highway Division), from the State Police.

The sign was in all respects, the specified and legal sign for this purpose, as directed by our contract specifications and by the Oregon State Highway Division, of this project. This sign is 4' x 4' mounted diagonally. We have since cut off approximately 6" from each side corner of the sign. To make the sign more suitable for this particular area.

Very truly yours;
DONALD M. DRAKE COMPANY

Ralph Smith

Ralph Smith, Safety Supt.

RS/
LS/bd

May 3, 1974

Director of State Highway Dept. Oregon,

Dear Sir,

On May 3, 1974, at approximately 9:15 A.M., I was proceeding north on Interstate 5, in far left lane. Approximately .2 miles south of Lake Grove overpass, my left rear view mirror struck a diamond shaped road construction sign, facing south bound traffic. The mirror was forced through the window on the drivers side, shattering glass from the window and mirror into my truck.

I have reason to believe that this particular sign was a road hazard. I was in a properly marked lane of traffic. My truck is of standard size (½ton pickup), I had every right to be in this particular lane, mirrors are regulation size also. SHOCKED, I proceeded to the safest area to stop. I waited until a Washington County Patrol stopped , he radioed a State Police, they both checked my truck and the State Police said they would check the sign.

I request this sign and any like them to be made safe for passage.

I am a licensed Oregon Contractor, due to loss of production and cost of window and mirror, I will, within 14 days, send you an itimized billing for my expenditures.

Sincerly,

Charles (Chuck) Dunaway

Chuck Dunaway

Chuck Dunaway
Rt. 1 Box 52B
Hillsboro,
oregon

RECEIVED
STATE HWY ENGR
MAY 6 74
REFER TO
Coulter
FOR
Data | Curves | R/D | D/R | Sign | Act | ...
X X

NOTED
A. E. Do...

#7937 6-25-74

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-5(59)290

STATE PROJECT NO.: SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY

COUNTY NAME: CLACKAMAS AND WASHINGTON

PROGRAM STAGE (Check): [ ] 1. [X] 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-718

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUN 27 '74
REFER TO
Delgarde
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	JUNE 21, 1974	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PORTLAND GENERAL ELECTRIC COMPANY'S POWER POLE EFFECTIVE JUNE 21, 1974. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $192.40 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

RECEIVED
JUN 27 1974
Office of
Assistant State Highway Engineer

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED JULY 31, 1972 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS IN ACCORD WITH MR. G. M. WILLIAMS' MEMORANDUM DATED JULY 12, 1968 AND IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED JUNE 29, 1973 AND PPM 30-4.1 DATED NOVEMBER 29, 1972.

WE APPROVE THE AGREEMENT WITH THE PORTLAND GENERAL ELECTRIC COMPANY CONSISTING OF THE VERBAL NOTICE BY YOUR UTILITIES AND RAILROAD ENGINEER, THE PORTLAND GENERAL ELECTRIC COMPANY'S JUNE 7, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHTS JUNE 18, 1974 LETTER.
THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-25-74	[signature]	DIVISION ENGINEER

SUPERSEDES OF FORM FHWA-1240 (REV. [illegible])

Copy to Pullen
6-27-74

+7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE June 20, 1974

TO MEMO TO THE FILES

NOTED
E. S. HOMER

RECEIVED
JUN 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FROM Gary A. Potter
Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT Meeting between Oregon Department of Environmental Quality and the Oregon State Highway Division

On Thursday, June 14, 1974, a meeting was held to discuss the working relationships between the Oregon State Highway Division and the Oregon Department of Environmental Quality.

Present were:

Pat Randolph	Dept. of Transportation
A. E. Johnson	OSHD
Tony George	Dept. of Transportation
Doug Myhre	Howard, Needles, Tammen & Bergendoff
Stu Couper	OSHD
Richard Wood	OSHD
Kessler Cannon	DEQ
F. B. Klaboe	OSHD
R. L. Schroeder	OSHD
Gary A. Potter	OSHD
Wayne Hanson	DEQ
M. J. Downs	DEQ
E. J. Valach	FHWA
C. T. Christianson	FHWA

The various points of DEQ's letter of May 31, 1974 were discussed.

#-7937

Concerning project section, S. Tigard Interchange-E. Portland Freeway, Interstate 5, which is now under construction, it was agreed that no permit would now be necessary for this project.

COR 16
I-505

Point #2, DEQ letter of May 31 concerning the I-505 corridor selection process was discussed. It was pointed out that OSHD, FHWA and the Portland City Council had not yet adopted a corridor, but that the Long Yeon alternative was under study for potential corridor adoption.

It was agreed that the OSHD would submit an application to DEQ for I-505 and also enclose a transcript of the public hearing held on October 30, 1973 at Chapman Elementary School Auditorium (material has now been sent). DEQ would then provide their input regarding air quality on I-505 for OSHD use in preparing the final EIS for corridor selection. It was pointed out that DEQ was heavily involved throughout the studies on I-505.

This led to considerable discussion regarding how DEQ can best become involved in the early phase of planning of transportation projects.

The question of A-95 review procedures was discussed. It was decided that DEQ would start "flagging" notices of intent on projects that would potentially have effects on the Air Implementation Plan for those areas and conditions as specified in approved DEQ regulations in Oregon. DEQ would appropriately indicate that they should be involved in the air quality studies, assist in evaluation of the material for the draft EIS, and comment on the A-95 response as to the consistency of the project with the Implementation Plan.

This would sufficiently alert the OSHD Environmental Section that DEQ desires to participate in the evaluation of the project through the draft EIS, public hearings, project selection and final EIS processes.

The OSHD then indicated that new Action Plan procedures are in various stages of development, one of which is the assessment, which could be forwarded at the time of A-95 review. This would provide more project information earlier in the project development process.

Discussion then centered around the permit required for construction of a project. The question was one of timing - DEQ's input should not be premature to jeopardize a fair disclosure of alternatives at the public hearing. Because of a long period of studies, EIS's, hearings, etc., it was felt that the permit request should accompany the Final EIS, near the end of the highway planning and design processes. It was decided that the Project Management Section would officially transmit the appropriate permits.

COR 16
I-205

The third point of DEQ's letter was discussed: the status of I-205 air quality analysis, and DEQ's position with regard to the adequacy of the analysis.

It was established that Doug Myhre, Stu Couper, Richard Wood, Tony George and Mike Downs would meet in technical sessions to resolve conflicts and/or ambiguities in the technical aspects of the air quality analysis. This first such meeting was held this date.

Bob Schroeder and Wayne Hanson would meet to determine the policy matters with regard to FHWA PPM 90-7, and DEQ's input to the Final EIS.

Mr. Myhre will call in Charles Mitch, HNTB, to aid in any further work or clarification deemed necessary by the technical group.

The writer was instructed to prepare another document that details the points, methods and procedures by which DEQ will be involved in the development of urban highway projects and parking facilities. This document will be circulated in rough draft form to all parties prior to final preparation. Your input will be solicited.

GAP:sz

cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
E. S. Hunter
Pat Randolph
L. W. Rulien
E. J. Valach - FHWA
C. T. Christianson - FHWA
Doug Myhre - HNTB
Tony George
Newt Andrus
George Ramjoue'
Stu Couper
Richard Wood
R. N. Bothman
E. L. Hardt

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE June 18, 1974

TO Ed Hardt
Region I Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Signing Revisions
S. Tigard Interchange to
East Portland Freeway Interchange Sec.
Pacific Highway
Washington & Clackamas Counties
Contract No. 7937

Attached are sign revisions that are required to accommodate a new hospital that was built near the Nyberg Road Interchange on the above named section.

Will you please take the necessary action to have the signing revisions incorporated in the contract. If any further information is desired, please contact us.

ELS:pb

Attachment

cc: J. H. Versteeg - w/att.
Walt Hart- w/att.

REFERRED TO

Cole ____ Reed ____
Erikson ____ Semple ____
Heger ____ Watson ____
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

This change above has been done JWS

Signs were revised by Traffic Supportware designed by Beard. We are now doing both.

1 V
2 T
3 bbt
VT

Response Reply ☐
Engineer's Approval ☐
Receiver Keep ☐
Do not file ☐
Return To: ____
Drop Up ____
Other ____

#7957

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 18, 1974
Salem, OR 97310

SUBJECT: Second Adjustment of Power Pole
Portland General Electric Co.
S. Tigard Intchg.-E. Portland Freeway
Intchg. Section
Pacific Highway (I-5)
Washington & Clackamas Counties
Project No. I-5-5(59)290

To: G. L. Green
Division Engineer

Federal Highway Administration

Attached are two copies of the following data pertaining to this project:

1. A lump sum estimate of cost to adjust PGE's facilities dated June 7, 1974.

2. A sketch showing their proposed relocation.

3. Letter of explanation from R. H. Rumbolz, Regional Utilities Engineer.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a sigment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 are requested.

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

cc: R. L. Schroeder
R. N. Chase
V. L. Gallagher

RECEIVED
JUN 18 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. S...

GPO 932478-734

7937

Form E-200 (Rev. 11-70)

G-IN

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Tigard Int.-E. Portland Freeway Int. Sec. Date June 17, 1974

Highway Pacific Highway Contract No. 7937

County Washington & Clackamas Prefix 634-1061

Contractor Donald M. Drake Company F. A. Project No. I-5-5(60)290

Address P.O. Box 487, Tualatin, Oregon 97062 Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Clean existing culvert pipes

Location by station numbers: Throughout project where required

Estimate of quantities and cost:

Equipment	$1,400
Labor	600
Total	$2,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work is necessary to insure the drainage plan for the project will be functional upon completion of the extensions and improvements to the existing drainage system. This work could not be anticipated by the contractor. Standard specs. for Hwy. const., 1970 edition and special provisions for project will apply.
A.G.C. agreement for equip. & Labor to apply. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$15,336,511.31
Present estimate of project cost, including $2,000 for work under this order	$15,336,511.31
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne, Resident Engineer

Approval Recommended: [illegible]
Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer.

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 7, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Donald M. Drake Co.
Contract 7937

Treasurer's Receipts as follows:

#1254	(bonds 457/471)	$15,000.00
#1255	(bonds 292/301)	$10,000.00
#1256	(bonds 76/80)	$ 5,000.00

totaling $30,000.00 have been deposited in lieu of retainage on contract 7937.

Treasurer's Receipts as follows:

#445	(bonds 20/29)	$50,000.00
#446	(bonds 30/31)	$10,000.00

total $60,000.00 have been returned to Donald M. Drake Co.

A copy of the letter and Treasurer's Receipts will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
JUN 6 1974
Contract Accts.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1254

SAFEKEEPING RECEIPT

Received for Account of Donal M. Drake Co.
1740 N.W. Flanders St.
Portland, Oregon 97209

Address

Date June 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Jackson School Dist Bonds 3½% Dated Feb. 1, 1958 Due 2-1-75	457/471	15	1,000				15,000.00
							15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JUN 6 1974
Contract Accts.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1255

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Address Portland, Oregon 97209

Date June 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon County of Marion Union High School Dist. No. 5 Bonds 4½ % Dated Aug. 1, 1966 Due 2-1-75	292/301	10	1,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Mark Rowe Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Roberts
State Treasurer

RECEIVED
JUN 6 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1256

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, Oregon 97209

Address

Date June 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Lincoln City of Toledo Sewer Construction Operation and Maintenance Bonds 4½% Dated March 1, 1957 Due March 1, 1975	76/80	5	1,000				5,000.00
							5,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 6, 1974

Treas Receipt	Bond Number	Amount
445	20/29	50,000.—
446	30/31	10,000.—
	Total	60,000.—

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane, Vice Pres Finance

Gentlemen:

Reference your letter dated June 5, 1974, and per instructions from the State Highway Division, please find enclosed State Treasury safekeeping receipts numbers 1254/56 dated June 6, 1974, in the total amount of $30,000.00 covering the following Municipal Bonds:

Jackson County	$15,000.00
Marion County	10,000.00
City of Toledo	5,000.00
Total	$30,000.00

We have credited your State Highway Contract number 7937.

Also per your request we are enclosing $60,000.00 City of Corvallis (4-½) Bonds numbers 20/31 due June 1, 1974.

We are also enclosing our invoice in the amount of $1.90 the cost of mailing the matured bonds to you.

Kindly acknowledge receipt of the bonds by signing and returning the duplicate copy of this letter.

Very truly yours,

RECEIVED
JUN 6 1974
Contract Acctg.

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

7937

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 4, 1974

TO C. W. Head — V. Gallagher
John Bond — Charles Barrett

FROM V.E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer
C. Palmer

SUBJECT Donald Drake Co.
Contract 7937

Treasurer's Receipt #1247 (Washington County School District Building Bonds #2/13) in the amount of $60,000.00 has been deposited in lieu of retainage on contract 7937.

Treasurer's Receipt #1207 (TCD 4 150155) in the amount of $100,000.00 has been returned to Donald Drake Co.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Administrative Services office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1247

SAFEKEEPING
RECEIPT

Received for Donald M Drake Co.
Account of ~~1740 N.W. Flanders St.~~
Portland, Oregon 97209
Address

Date May 31, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon County of Washington School Dist. No. 15 Building Bonds 7.00 % Dated May 1, 1974 Due May 1, 1976 and May 1, 1975	2/13	12	5,000				60,000.00
							60,000.00

RECEIVED
JUN 3 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 31, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane:

Gentlemen:

Reference your letter dated May 28, 1974, and per instructions from the Oregon State Highway Division, please find enclosed T.C.D. number 4 150155 in the amount of $100,000.00, which matured on May 28, 1974.

Trans Receipt # 1207

We are also enclosing State Treasury safekeeping receipt number 1247 dated May 31, 1974, in the amount of $60,000.00 covering Washington County School District Building Bonds, numbers 2/13 12 @ $5,000.00 each (7.00%) due May 1, 1975, and May 1, 1976.

We have credited your State Highway Contract number 7937.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JUN 3 1974
Contract Acctg.

COPY

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 3, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Falsework Status Report

Enclosed is one copy each of the falsework status reports for the following structures:

I-205 Columbia River Br. Test Pile & Plate Load Test Program, Contract 7962
Tualatin River Bridge near West Linn, Oregon, Contract 7937
Columbia River (Astoria) Bridge, Contract 7782(Maint. Painting)

Work was completed on the I-205 Columbia River Bridge Test Pile & Plate Load Test Program on May 19, 1974. All test equipment and material have been removed. This is the final falsework status report on this project.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGN
R.W. ELLIS
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.
cc E. S. Hunter
C. T. Keasey
Attention A. C. Harwood

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7737

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 15, 1974

Mr. Dave Bryan
City of Tualatin
City Hall
Tualatin, OR 97062

Fire Hydrant Relocation
S. Tigard Intch.-E. Portland Fwy.
Intch. Section
Pacific Highway (I-5)
Washington & Clackamas Counties
Project No. I-5-5(59)290

Dear Mr. Bryan:

Mr. R. H. Rumbilz, Regional Utilities Engineer, has advised you that the fire hydrant, owned by the City of Tualatin, located in the northeast quadrant of the Nyberg Road Interchange falls within our newly constructed access control fence near the Ramada Inn. Please refer to attached sketch. It is our understanding that the fire hydrant must be accessible from the private property adjoining our right of way. Our newly constructed fence cuts off this access.

The fire hydrant is located on State Highway Right of Way without permit, therefore, pursuant to the provisions of ORS 366.321 the State will reimburse the City for the cost to provide an accessible fire hydrant in this area. The State has investigated the problem and determined that the desired access can be obtained by either moving the fire hydrant or relocating the access control fence. The rough estimate of cost from the City of Tualatin for the relocation of the fire hydrant is $950.00. It has been estimated by the State that the cost to relocate the access control fence would be $500.00. It is our understanding that the City of Tualatin wishes to relocate the fire hydrant to another location as shown on the attached sketch. The State, therefore, offers to contribute the lesser amount, $500.00, towards the cost of relocating the fire hydrant. This payment would be made upon completion of the relocation work and receipt of your billing.

NOTED
R. L. SCHROEDER

RECEIVED
MAY 16 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

If the proposed lump sum payment of $500.00 for the relocation of the hydrant is acceptable to the City of Tualatin, please execute two copies of this letter in the space provided below and return the two copies to this office.

Your cooperation in this matter is greatly appreciated.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

APPROVED _____

CITY OF TUALATIN

By _____

JMC:jrk

bc: R. L. Schroeder
V. E. Skoog
E. L. Hardt
Maury Payne
R. N. Chase
V. L. Gallagher
R. H. Rumbolz

#7937

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-5(59)290
S. Tigard Int.-E. Portland Freeway Int.
Relocation of City of Tualatin's Fire Hydrant

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

After reviewing the proposal for the relocation of the City of Tualatin's Fire Hydrant on the above project we agree that the approach is reasonable and we are prepared to approve Federal participation in this utility adjustment upon receipt of some evidence of agreement between the State and the city on this proposal.

G. L. Green

Original to Boyd
TA* 5-14-74.

NOTED
R. L. Schaefer
Engr.

RECEIVED
STATE HWY ENGR
MAY 1374
REFER TO
FOR
DIR. | DEP. | ENG. | ADM. | SEC. | ACT. | FILE

RECEIVED
MAY 14 1974
Office of
Assistant State Highway Engineer

#7937

May 9, 1974

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johanson
Clerk of the Board

MISC CONTRACTS AND AGREEMENTS No. 4343

Gentlemen:

Attached for your records is a fully executed copy of a supplemental throughway agreement concerning jurisdiction of certain segments of the frontage road system lying within the access control area of the Lower Boones Ferry Road Interchange.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc: Washington County
Department of Public Works
150 N. 1st St.
Hillsboro, OR 97123

H. S. Cox

FORM E-50 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1974

SUBJECT: S. Tigard Intch.-E. Portland Freeway Intch.
Pacific Highway
Contract No. 7937

To: Edward L. Hardt
Region Engineer

Attention: Don Adams
Regional Construction Engineer

From: Allan C. Harwood
Construction Field Engineer

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 6 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Your letter of April 26, 1974, requested elimination of the GM rail between the sidewalk and roadway on structures on the subject project. The need for a barrier rail between the pedestrian walks or bikeways and the travel way was discussed with Hal Versteeg, Vic Wolfe and Ed Hunter. The barrier rail may be deleted if a raised walk for bikes and pedestrians is provided.

A rail capable of restraining a vehicle will be required along the outside edge of the walkway rather than the pedestrian type rail. It is anticipated the elimination of the barrier rail and making the other necessary revisions will increase the cost about $10/lin. ft. of walk .

Structural aspects of the revision have been discussed with Walt Hart and no insurmountable problem is anticipated. I discussed the deletion with Pat O'Neil who indicated that tentative approval was given--at least of the concept.

I am not sure the sight distance is as great a problem as Ron indicates in all locations, however, there is a lot to be said for deletion of the barriers from a standpoint of safety to the traveling public. The barrier terminal 6' from the travel lane would present a significant hazard. By a copy of this letter, I am asking the Bridge Section to proceed with design a raised sidewalk on the structures and elimination of the barrier rail.

ACH:lb

cc: Walt Hart
Hal Versteeg
Vic Wolfe

7932

S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 6, 1974

RECEIVED
MAY 7 1974
Office of
Assistant State Highway Engineer

Mr. Howard South
Portland General Electric Co.
700 E. First St.
Newberg, OR 97132

Power Facilities Adjustment
Childs Road Crossing
S. Tigard Intch.-E. Portland Freeway
Section
Pacific Highway (I-5)
Washington & Clackamas Counties

Dear Mr. South:

Your revised estimate and sketch map for the adjustment of your facilities on this project at Childs Road, as submitted with your letter of April 12, 1974 has been approved by the State. The confirmation, contained in our letter of January 29, 1974, of our verbal authorization to proceed with the work as of December 3, 1973 is still valid.

Reimbursement for work performed on and subsequent to December 3, 1973 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

NOTED
H.S. COULTER

JMC:jrk

cc: Mr. Roger Sharp/PGE

bc: G. L. Green w/revised estimate
H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher w/att.
V. E. Skoog w/att.
C. T. Keasey w/SFO #3
E. L. Hardt w/att.
Maurice Payne w/att.
M. J. Klotz w/att.
R. H. Rumbolz w/att.

7737

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 3, 1974

TO Kenneth Rolfe
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Bangy Lane
So. Tigard Intchg. - E. Portland Freeway
Pacific Highway
Washington and Clackamas Counties

I am attaching a copy of a letter Mr. Versteeg wrote to E. L. Hardt in regard to right-of-way to extend the construction on Bangy Lane.

If right-of-way is needed for this extention, we will have to clear it with the Federal Highway Administration before we can negotiate for the property. In addition, if relocation is involved an amendment to the relocation plan for this project will have to be provided.

JRO:a
attachment
cc J. H. Versteeg
E. L. Hardt

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 6 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 2, 1974

TO C.W. Head — Charles Barrett
John Bond — V. Gallagher

FROM V.E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Officer

SUBJECT Donald M. Drake Co.
Contract 7937

Treasurer's Receipt #1206 (Part of TCD 150121 - $15,000.00) was issued to transfer $15,000.00 from contract 7637 to contract 7937.

Treasurer's Receipt #1207 (TCD 4 150155) in the amount of $100,000.00 is a replacement for Treasurer's Receipt #1147 (TCD 150121) in the amount of $100,000.00 which has been returned to Donald M. Drake Co. The deposit and withdrawal are of equal value so no change resulted in the total on deposit.

A copy of the Treasurer's Receipts and letters will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1206

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, Oregon 97209

Date April 26, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, Portland 2 dated 4-2-74 Due May 1974	150121	part	100,000				15,000.00
Information only Treasurers Receipt # 1206 is for the purpose of registering on the Treasurer's records the transfer of 15,000.00 (Part of TCD 150121) from contract 7637 to contract 7937. The 85000.00 balance of TCD 150121 is in lieu of retainage on contract 7937. The net result of this transaction is to have all of TCD 150121 (100,000.00) in lieu of retainage on Contract 7937.							15,000.00

RECEIVED
APR 30 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 29, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald B, Kane, Vice Pres. Finance

Gentlemen:

Reference your letter dated April 16, 1974, and per instructions from the Oregon State Highway Division, we have cancelled State Treasury safekeeping receipt number 1147, in the amount of $15,000.00 covering contract number 7637, and reissued safekeeping receipt number 1206 dated April 26, 1974, in the amount of $15,000.00 to apply to your State Highway contract number 7937.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacke

RECEIVED
APR 30 1974
Contract Accts.

RECEIVED
APR 3 [illegible]
FISCAL OFFICER

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1207

Received for Account of Donald M. Drake Co.

Address 1740 N.W. Flanders
Portland, Oregon 97209

Date April 29, 1974

RECEIVED
APR 30 1974
Contract Acctg.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
							Now 100,000.00
Time Certificate of Deposit U.S. National Bank of Oregon Portland, Oregon, Stadium Branch Dated April 26, 1974 Due 5-28-74 8.5%	4 150155	1	100,000			OK →	~~100,000.00~~ ~~31,000.00~~ ~~31,000.00~~ ~~100,000.00~~ Now 100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 29, 1974

Donald M. Drake Company
1740 N.W. Flanders
Portland, Oregon 97209

Attn: Donald Kane

Contract 7637 15,000.00
7937 85,000.00
100,000.00

Gentlemen:

Treas Rec # 1147

Reference your letter dated April 26, 1974, please find enclosed your T.C.D. number 4 150121 in the amount of $100,000.00 due May 2, 1974.

We acknowledge receipt of T.C.D. number 4 150155 in the amount of $100,000.00 due May 28, 1974, which replaces above mentioned T.C.D.

Our receipt for the same is enclosed.

We have credited your State Highway Contract number 7937.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

RECEIVED
APR 30 1974
Contract Acctg.

RECEIVED
APR 3 1974
FISCAL MANAGER

COPY

7937

Salem, Oregon

May 1, 1974

E. L. Hardt, Region 1 Engineer

J. H. Versteeg, Road Design Engineer

Bangy Lane
So. Tigard Intchg.-E. Portland Freeway
Pacific Highway
Washington and Clackamas Counties

Recently it was suggested by your Region that maybe we should reconstruct the portion of Bangy Lane lying between the previously built section southerly from the South Tigard Interchange and the proposed section north of Bonita Road to a 44' roadway.

A check with our County-City Section reveals that no hearing should be necessary for such a proposal even though right of way will be required because it is merely an extension of our present proposal and will not change traffic patterns.

Our recommendation is that if you can obtain the right of way easily and can get the county to take over Bangy Lane after construction it would be advisable to add this portion to the present project.

DNS:jh
cc: C. T. Keasey
J. B. Boyd
H. S. Cox

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 2 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM 16-08

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon 97223

DATE April 26, 1974

TO Mr. D.N. Stoudenmeyer

FROM Maurice D. Payne
Resident Engineer

SUBJECT S. Tigard Int. - E. Portland Freeway Int. Sec.
Pacific Highway
Washington & Clackamas Counties
Contract #7937 Prefix 634-1060

As per your request by telephone, we are submitting plan sheet #5 showing the approximate toe of fill and top of cut lines on the proposed extension of (Bangy Lane) "BG"0+00 - "BG" 5+00.

Maurice D. Payne
Resident Engineer

by Darrel E. Cox
Darrel E. Cox

DEC/gsm
enclosure
cc:file

1 Versteeg
2 A. Olson ✓
Terpin
Scott
Swenson
R. Olson
Trout ✓

RECEIVED
APR 29 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

1971

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 1, 1974
Salem, OR 97310

To: G. L. Green
Division Engineer

Federal Highway Administration

SUBJECT: Fire Hydrant Relocation
City of Tualatin
Nyberg Road Interchange
S. Tigard Intch.-E. Portland Fwy. Intch. Section
Pacific Highway I-5
Washington & Clackamas Counties
Project No. I-5-5(60)290

Attached are two copies of the following data pertaining to this project:

1. Rough estimates of cost to adjust the fire hydrant prepared by the City of Tualatin and Resident Engineer Rod Cameron's Office

2. A sketch showing the proposed relocation

A certification prepared by R. H. Rumbolz as to the City of Tualatin's rights in the land occupied by their facilities is on file in this office.

The City was advised verbally of the conflicting fire hydrant as it was discovered after the relocation letter had been sent.

An appropriate permit for the City's relocated fire hydrant will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's fire hydrant.

Rod Cameron's Office has determined that the fire hydrant could be placed outside of the access control line by the relocation of the access control fence. He has estimated the cost of the fence relocation would be $500. This would solve the State's problem, but would not provide good access for the City to the fire hydrant. We therefore, propose that the City of Tualatin be given a lump sum payment of $500 (the cost to adjust the fence) to remove the conflicting fire hydrant and relocate it to a location of their choice.

NOTED
R. L. SCHROEDER

RECEIVED
MAY 2 1974

Your approval of the proposed lump sum agreement and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 are requested.

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

cc: R. L. Schroeder
R. N. Chase
V. L. Gallagher

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 30, 1974

RECEIVED
MAY 1 1974
Office of
Assistant State Highway Engineer

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

Bargain and Sale Deed
Tualatin Undercrossing
S. Tigard Intch.-E. Portland
Freeway Intch. Sec.
Pacific Highway (I-5)
Washington County
Contract No. 7937
R/W File 46011 & 46053
SPTC File GMO-76802

Dear Sir:

Enclosed for your review and files is a copy of a Bargain and Sale Deed conveying unto Southern Pacific Transportation Company a parcel of land adjacent to the Conrad Veneer property at the Tualatin Overcrossing on the S. Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway (I-5) in Washington and Clackamas Counties. This parcel of land is being conveyed to Southern Pacific in pursuant to agreements previously made in correspondence between SPTC and the Oregon State Highway Division.

This deed has been signed by A. E. Johnson, acting Administrator and State Highway Engineer, for the State of Oregon, by and through its Department of Transportation, Highway Division, and has been duly recorded in the Washington County records, in Book 971, Pages 71 and 72.

NOTED
H.S.COULTER

With the receipt of this deed, Southern Pacific Transportation Company is now in a position to grant to the Oregon Department of Transportation, Highway Division the necessary easements we require at the Tualatin Undercrossing. It would be greatly appreciated if you would forward this information and ask that the easements be prepared, and sent to me for execution by the Highway Division.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: Southern Pacific Trans. Co.
San Francisco

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
C. T. Keasey
J. B. Boyd
J. L. Sollis
C. W. Head
Edward L. Hardt
D. T. Morris
Maurice Payne

7937

Salem, Oregon
April 26, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48189 - Pressnall
S. Tigard Interchg.-E. P'tld
Freeway Interchg. Section
Pacific Highway
Washington County

Attached is a description, an authorization and Right of Way prints covering additional right of way for an access road to the Southern Pacific Company property on the subject project.

Also attached is File 36033 (Southern Pacific Co.) with a Parcel 4 revised to cover the expanded access road.

Please see the copy of Les Hampton's letter of April 18, 1973 and the other material he sent to this office which is attached to the Southern Pacific Co. File 36033.

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk
Attachments

cc: Mr. Les Hampton
Ass't. Chief Trial Counsel

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 26 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 18, 1974

S. Tigard Int. - E. Portland Frwy Inter.
Pacific Hwy.

Mr. Floyd O. Scott
Right of Way Descriptions Engineer
222 State Highway Building
Salem, Oregon 97310

Re: State v. Southern Pac. Trans. Co.
L-6965; R 36033

Dear Floyd

We are exploring a possible settlement of the above case which would involve providing defendants with a wider access road than contemplated during negotiations and in our current plans. The wider entrance road would involve additional right of way from the subject property along the Benita Road frontage and also an additional parcel from File No. 46010. I forward herewith a sketch and survey computations by Mr. Payne's crew.

In File 36033

Please prepare a description of the added parcel necessary from each of the two affected properties. I would appreciate the descriptions at your earliest convenience so that the possible settlement can be further explored.

Sincerely

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

am
cc: Don Adams
Morris D. Payne

APR 19 1974
NOTED
ROBERT R. ROUNDS

NOTED
FLOYD O. SCOTT
4-18-74

Desc. to R/W 4-26-74

4-19-74
Payne (Dressler) → Approved changing field data to conform to exist. R/W Map data.
18-629-7251 S.

1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS DEVELOPERS
AC 503 226-3991

7937

April 16, 1974

Mr. Merle Crowe, Cashier
Treasury Department
State of Oregon
Salem, Oregon 97310

Dear Merle:

On April 10th, as shown on the attached copy of a letter from A. E. Johnson, Deputy State Highway Engineer, an Extension of Time was granted on Contract #7637 which will waive all liquidated damages. I assume that you will shortly receive notification to release the remaining $15,000 of securities pledged on retention on this contract. When you receive such notification, please transfer the $15,000 to Contract #7937, South Tigard Interchange in the name of Donald M. Drake Company. This will combine all of the U. S. National Bank's Time Certificates of Deposit in one contract.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

NOTED
A.E. Johnson

DBK:lm

Enclosure

cc: Maurice Payne, 12949 S. W. Pacific Highway, Tigard, Oregon
A. E. Johnson, Deputy State Highway Engineer, Highway Bldg., Salem, OR. 97310

RECEIVED
STATE HWY ENGR
APR 17 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig
4-19-74

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 9, 1974

TO C. W. Head — V. Gallagher
John Bond — John Herr

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Gordon H. Ball, Inc. Contract 7866 — Donald M. Drake, Co. Contract 7637 & 7937

State Treasury Safekeeping Receipts numbers 1147/1151 have been deposited in lieu of retainage on contracts as follows:

Treas. Rec. #	Bond #	Amount	Contract #	Contractor
1147	150121 (Part)	$ 15,000.-	7637	Donald M. Drake Co.
1148	150121 (Part)	85,000.-	7937	"
1149	5/6 (2)	10,000.-	7866	Gordon H. Ball, Inc.
1149	7/8 (2)	10,000.-	"	"
1150	519/531 (13)	13,000.-	"	"
1151	587/591 (5)		"	"
	624 (1)		"	"
	640-657 (18)	24,000.-	"	"
	Total	$157,000.-		

The above receipts are replacement for :

1103	57/59 (3)	$ 15,000.-	7637	Donald M. Drake Co.
1104	32/46 (15)	75,000.-	7937	"
1105	47/56 (10)	50,000.-	7866	Gordon H. Ball, Inc.
	Total	$140,000.-		

Copies of the letter and Treasurer's Receipts will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1148

Received for Account of Donald M. Drake Co.

Date April 5, 1974

Address 1740 N.W. Flanders St.
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, Portland Dated 4-2-74 Due May 2, 1974	150121	part	100,000				85,000.00
							85,000.00

RECEIVED
APR 9 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 5, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Enclosed please find State Treasury safekeeping receipts numbers 1147/1151 for account of Donald M. Drake Company and Gordon H. Ball Inc.

We have credited your contracts as follows:

	Contract No.	Amount	Company
Treas Rec# 1147	7637 Part 150121	15,000.00	Donald M. Drake
1148	7937 Part 150121	85,000.00	Donald M. Drake
(2)	7866	57,000.00	Gordon H. Ball
		$157,000.00	

These securities (replace) the contracts as indicated below:

Treas Rec# 1105	No. 7866 (47/56)	50,000.00	Gordon H. Ball
" " 1103	7637 (57/59)	15,000.00	Donald Drake
" " 1104	7937 (32/46)	75,000.00	Donald Drake
		$140,000.00	

Treas Rec# 1149 - 20,000—
" " 1150 - 13,000—
" " 1151 - 24,000—
57,000—

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 14, 1974

Mr. Howard South
Portland General Electric Co.
700 E. First Street
Newberg, Oregon 97132

Additional Electric Facility Conflict
S. Tigard Intch.-E. Portland Freeway
Section
Pacific Highway (I-5)
Washington & Clackamas Counties

Dear Mr. South:

Reference is made to our letter of May 30, 1973 which set forth certain facilities owned by your company which conflicted with the construction requirements of the subject project. An additional conflict with the proposed construction of an alumination tower is as follows:

Aerial power lines 110' right (Southwesterly) of Station "L4"465+90 (located in the SW quadrant of the interchange of the Beaverton-Tigard Highway with the Pacific Highway).

The above facilities are located on public road right of way and, therefore, there adjustment is non-reimbursable under State Policies and Procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4 dated June 28, 1973 and the provisions contained in Exhibit A attached hereto and by reference made a part hereof.

It is our understanding that the power line was originally built to serve highway facilities. For that reason the State would consider a request for reimbursement if your company can supply documentation that it is PGE Policy to require payment for relocation of electric services. Since the line now serves an additional customer, we could only consider reimbursement for one-half of the relocation costs.

RECEIVED
MAR 15 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Will you please submitt a cost estimate and a sketch mpa for all the work to be done, and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. R. H. Rumbolz, 9200 SE McLoughlin Blvd., Portland, Oregon 97202, at the earliest possible date in order to avoid delay in the construction of this project.

Also in submitting your sketch map please identify the information submitted by reference to this letter, including the date hereof.

Further information concerning construction details may be secured from Mr. Maurice Payne, 12949 SW Pacific Highway, Tigard, Oregon 97223, telephone 639-7281, All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of your facilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

bc: G. L. Green
R. L. Schroeder
J. H. Versteeg (3)
V. E. Skoog
R. P. Hamilton
Edward L. Hardt
Maurice Payne
R. H. Rumbolz

3-4-14

#7737

STATE OF OREGON
OFFICE OF THE FIRE MARSHAL
668 Church St. N.E.
Salem, Oregon 97310

SP*61202-037

REFERRED TO State Highway Dept. DATE 3/4/14.

FOLLOWING AN INSPECTION BY DEPUTY J. H. Hicks.
A FURTHER INVESTIGATION OF THE NOTED CONDITIONS IS DEEMED NECESSARY. PLEASE RETURN THIS REPORT WITH NOTATIONS OF ANY ACTION TAKEN BY YOUR OFFICE. (Use reverse side)

LOCATION 950 E. Highway 20 OCCUPANCY Motel

OWNER Ramada Inns Inc. ADDRESS

OCCUPANT Mr. Vern Gray

PLEASE CHECK FOR Please provide a sign in the trees so as not to isolate Ramada sign only for Highway. This sign only if the highway is to be utilized for the Entertainment.

C. WALTER STICKNEY
State Fire Marshal

By J. H. Hicks
DEPUTY FIRE MARSHAL

FM 2

3-11-14
Handed
TAA

7937

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 21, 1974

TO C.W. Head V. Gallagher
John Bond John Herr

FROM V.E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Officer

SUBJECT Contract 7637 & 7937
Donald M. Drake Co.

Treasurer's Receipt #397 (Bonds 32/59) in the amount of $140,000 - has been cancelled and Treasurer's Receipt #1103 (Bonds 57/59 inclusive) in the amount of $15,000 - have been deposited in lieu of Retainage on Contract 7637. Bonds amounting to $125,000.00 have been returned to Donald M. Drake Co.

Treasurer's Receipt #1104 (Bonds 32/46 inclusive) in the amount of $75,000 - have been deposited in lieu of retainage on Contract 7937.

Copies of the letters and Treasurer's Receipts will be filed (in the Contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 21, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Per instructions from the Oregon State Highway Division, please find enclosed State Treasury safekeeping receipt number 1104, dated February 20, 1974, covering $75,000.00 Bay Area Coos County Bonds (6.25%) due April 1, 1974, numbers 32/46 15 @ $5,000.00 each.

We have credited your State Highway Contract number 7937.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
FEB 21 1974
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1104

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Portland, Oregon 97209

Address

Date Feb. 20, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Bay Area Hospital Dist. General Obligation Bonds 6.25% Dated Apr. 1, 1972 Due Apr. 1, 1974 Bonanza Bonds County of Coos State of Oregon	32/46	15	5,000				75,000.00
							75,000.00

RECEIVED
FEB 21 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Myrtle Crowe Deputy Cashier

Frank A. Addleman
State Treasurer

SPECIAL INSTRUCTIONS

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3891

February 13, 1974

Mr. Merle Crowe
Oregon State Treasurer's Office
Salem, Oregon

Dear Mr. Crowe:

We have been informed that you have been authorized to release $125,000 of Bay Area Hospital Municipal Bonds which have been pledged in lieu of retention of Contract #7637. Upon your receiving the above authorization, we would like you to retain the bonds and credit $75,000 to Contract 7937 (South Tigard Project) for the account of Donald M. Drake Company, and $50,000 to Contract #7866 (Woodburn Project), for the account of Gordon Ball Company.

Gordon Ball Contract

Please let me know if you have any questions. Thank you for your assistance.

2/20/74
Treas Receipt #1105
Bonds 47/56 inclusive 50,000.00

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:lm

cc: Oregon State Highway Div., Accounting Division, Salem, Or.
Mr. Maurice Payne, Resident Engineer, Tigard, Oregon
Mr. C. E. Payton, Resident Engineer, Salem, Oregon
Oregon State Highway Div., Construction Section, Salem, Or.

7937

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 14, 1974

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

SUBJECT:
Safety Factor for
Falsework for Highway
Bridge Construction

As requested we have investigated the effects of requiring a 4:1 safety factor for falsework used in bridge construction. Past practice has been to base falsework design on engineering judgment with a safety factor generally in the range of 2 - 2 1/2:1. We estimate that the enforcement of a requirement of a 4:1 safety factor will increase falsework cost a minimum of 30 to 35 percent. In some instances where there are limitations on falsework placement, such as required by traffic clearances, this increase could be more in the order of 50 percent.

The requirement of a 4:1 safety factor has been called out in the project special provisions for only one project to date. That was the North Lagoon Ave.-Pacific Highway Section, Contract 7977. The two structures within this section, the Going and Greeley Avenue structures, utilized precast superstructure elements. The effect of a 4:1 safety factor would have negligible impact on this type of project since the requirements for falsework are relatively minor.

Attached is a print of the layout sheet for the Bonita Road Undercrossing on the South Tigard Interchange-East Portland Interchange Section Contract 7937. The falsework cost for this two-span, poured-in-place undercrossing to be built over traffic, based on a 2 1/2:1 safety factor is estimated at $72,000. To provide a 4:1 safety factor for the falsework would have increased these falsework costs to approximately $97,000, or an increase of $25,000 for this one structure.

A real measure of the effects of requiring a 4:1 safety factor should show up on the Garden Valley-Fairgrounds Road Section project which is scheduled for March. This project has three new poured-in-place structures plus widening of an existing structure on which substantial falsework will be required.

8003

WJH:dh

NOTE
F. B. KL...

RECEIVED
FEB 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7937 1-28-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(59)290

STATE PROJECT NO.
SOUTH TIGARD INTERCHANGE
EAST PORTLAND FREEWAY SEC.

FROM:
VERNON V. CUSACK, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-718

COUNTY NAME
WASHINGTON & CLACKAMAS

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JAN 29 '74
REFER TO
Orig - R/W
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	DECEMBER 3, 1973	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PORTLAND GENERAL ELECTRIC COMPANY EFFECTIVE DECEMBER 3, 1973. REIMBURSEMENT ON A LUMP SUM BASIS OF $1,347.68 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENT.

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED JULY 31, 1972 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED JUNE 29, 1973 AND PPM 30-4.1 DATED NOVEMBER 29, 1972.

WE APPROVE THE AGREEMENT WITH THE PORTLAND GENERAL ELECTRIC COMPANY CONSISTING OF YOUR UTILITIES & RAILROAD ENGINEER'S LETTER, THE PORTLAND GENERAL ELECTRIC COMPANY'S NOVEMBER 23, 1973 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S JANUARY 22, 1974 LETTER.

RECEIPT OF MR. RUMBOLZ'S JANUARY 16, 1974 AFFIDAVIT OF THE PORTLAND GENERAL ELECTRIC COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-28-74	Vern V. Cusack	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7937

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 31, 1973

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM Vernon E. Skoog, Fiscal Officer - OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Contract 7637 and contract 7937
Donald M. Drake Company

The Donald M. Drake Company has on deposit with the State Treasurer an amount of $340,000 in lieu of retainage on contract 7637. This contract is nearing completion so requested changes in the amount on deposit will be as follows:

1. Treasurer's Receipt #397 (TCD bonds #32/59) in the amount of $140,000 will still be on deposit in lieu of retainage on contract 7637.

2. Treasurer's Receipt #445 (TCD bonds #20/29) in the amount of $50,000 will be transferred from contract 7637 to contract 7937. This $50,000 will be in lieu of retainage on contract 7937 and this transfer will be effective on January 1974 contract pay estimate.

3. Treasurer's Receipt #401 (TCD bonds #168/179 & 184/201) in the amount of $150,000 will be released. The contractor will pick up bonds from the Treasurer's office.

A copy of letter will be filed (in the contract files) in the Administrative Services Office.

RJH:CRP:kmb

7924

S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

November 29, 1973

Commander (oan)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

NOTED
E. S. HUNTER

Dear Sir:

Tualatin River Bridge
near West Linn, Oregon
Pacific Hwy. (I-5)
Monthly Progress Report

Attached is the first monthly progress report for the subject structure. Work to date consists of installation of the earth berm around bent 3.

Work anticipated during the next month includes construction of an earth berm around bent 2 and excavation for footings at bents 2 and 3.

Subsequent reports will be sent to you the first of each month per your request.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc E. S. Hunter
L. W. Rutten
H. Harris
M. Payne

RECEIVED
NOV 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

November 14, 1973

Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Tualatin River Bridge Widening
Pacific Highway (I-5)
Contract 7937, Bridge 2376A
Earth Berms

Your letter of October 26, 1973 approved installation of berms to facilitate construction of the intermediate piers for the subject project.

This letter is to notify you that the north berm has been installed. Installation of the south berm will begin in the near future and you will be notified upon its completion.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc E. S. Hunter
L. W. Rullen
M. Payne
H. Harris
C. Keasey

RECEIVED
NOV 15 1973
OFFICE
ASSISTANT STATE HIGHWAY ENGINEER

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

Waterway Management
Phone 378-3064

502 WINTER STREET NE. • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

November 1, 1973

Donald M. Drake Company
1740 NW Flanders
Portland, OR 97209

Attn: Mr. Lee Sowers

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV - 5 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___
Other

Gentlemen:

Enclosed is Removal/Fill Permit No. 1097-Revised for the Tualatin Bridge project. This permit includes authorization and conditions for your revised project as outlined on the attached plans.

In addition to the conditions listed on Attachment "A", it is suggested that the berms contain a center of impervious material to prevent the free flow of water into the bermed area.

Also the Fish Commission of Oregon has advised us that because of the undesirable timing of the modifications of the project from the standpoint of fish resources and potential exposure of the work areas to flood flows, the Oregon State Highway Division and contractors will be held responsible for any and all fish resource damage which might occur because of unforeseen circumstances.

Please call us if you have any questions.

Sincerely,

William S. Cox
Director

cc: Fish Commission of Oregon
Oregon Game Commission
Department of Environmental Quality
Soil and Water Conservation Commission
Oregon State Highway Division .

Tualatin River
Washington County
Highway Job No. 67

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

S. Tigard Intchg.-E. Portland
Freeway Intchg.
Pacific Highway I-5

Expires: 10-1-74

MATERIAL REMOVAL/FILL PERMIT NO. 1097 revised

DONALD M. DRAKE COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

October 30, 1973
Date

Anniversary date: October 1, 1974

ATTACHMENT "A"

Special Conditions checked apply to Material Removal/~~Permit~~ Fill No. 1097 Revised

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted ~~behind a berm constructed to isolate the operation from the free-flowing stream and~~ in a manner that will prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. ( ) a. The river shall not be diverted from its present channel.
(x) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL (x) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE ~~RIPRAP~~ UPLAND SHALL BE PLACED and (x) xx GRASS xx SHRUBS ___ TREES SHALL BE PLANTED ~~prior to~~ _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No (x) DIKE CONSTRUCTION (x) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream ~~from~~ except to place & remove berms without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials ~~shall be placed~~ including material from berm removal (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. No wastes of any type including but not limited to petroleum products; fresh concrete or water containing fresh concrete residues; creosote or other wood preservatives; paints and related compounds; solid wastes or debris will be released or allowed to escape through accident into the Tualatin River at any time during the project. There shall be no storage of these materials behind the berms.

( ) ~~11.~~

(x) 11 No turbidity shall be created during berm installation or removal or from any other aspect of the project which will cause applicable water quality standards to be violated.

October 30, 1973

-CONTINUED-

Attachment "A" continued
RP 1097

(x) 12. All berm materials will be promtly removed at the earliest possible time after berms are no longer needed to protect the pier footing work areas.

(x) 13. Sump pumping shall be accomplished in a manner that will prevent return to the river of turbid water, petroleum products, concrete waste and other products toxic to fish.

(x) 14. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts with other users occur.

October 30, 1973

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3991

October 24, 1973

State of Oregon
Department of Water Resources
502 Winter Street N. E.
Salem, Oregon 97310

Attn: Jan Haley
Water Permit Supervisor

Subject: S. Tigard Intchge. - E. Portland Fwy. Intchge.
Oregon State Highway Division Contract No. 7937
Bridge Construction - Tualatin River

Gentlemen:

Transmitted herewith are 2 each, prints of our plan for dike construction for completion of bridge pier work on the subject project.

We request a revision to your Permit No. 67 to include the additional temporary fill required for said dikes. The estimated amount of temporary fill required is 3,000 c.y.

The temporary dike fill material will be comprised of shot quarry rock well graded with 12" maximum size rock.

Your early attention to this matter is respectfully requested.

Sincerely yours,

DONALD M. DRAKE COMPANY

Lee Sowers

Lee Sowers
Project Manager

Enclosures

LS:db

OSHD Permit No.: 67

RP 1097

Job Name: S. Tigard Intchge.-
E. Ptld. Frwy. Intchge.
Pacific Hwy. I-5
Washington County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Donald M. Drake Co.
Corporate Name or Individual (Please Print)

1740 N.W. Flanders Portland 97209 226-3991
Address Zip Telephone No.

W. E. Smith Operations Manager
Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is river bed material-Fill is footing backfill and riprap.

b) Estimated Quantity (Removal) Over 50 cu. yds. (Fill) Over 50 cu. yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill *Bridge construction and riprap installation

e) ~~Source of Fill Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded September 19, 1973

~~Fill~~ Time 760 calendar workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

*Beaver Dam Bridge is on an overflow channel and probably doesn't require a permit.

by letter 10-24-73

RECEIVED
SEP 27 1973
DIVISION OF STATE LANDS
P.O. # H 149458

Location.

a) Name of Stream as Listed on Map Tualatin River

b) Tributary of Willamette River?

c) Located in See Plans Title Sheet (Legal Description) of Section 24 Twp. 2S R. 1W

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

#7737

5i

10-24-73

October 31, 1973
Clackamas County Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

MISC. CONTRACTS and AGREEMENTS No. 3640

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement pertaining to your acceptance of jurisdiction of portions of Benita Road, Bangy Lane, Upper Boones Ferry Road and Roosevelt Avenue on the South Tigard Interchange-Marion County Line Section of Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Hand, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

cc H. S. Cox (cont. agree. att.)

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 31, 1973

TO Mr. L. W. Rulien
Region 1 Engineer

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT So. Tigard Intch-East Portland Fwy. Intch.
Tualatin River Bridge
Contract 7937
Falsework Permit

Attached is a copy of the U. S. Coast Guard's letter dated October 26, 1973, approving the proposed earth berms in the Tualatin River for the subject project.

The Coast Guard stamped "Approved" and returned one copy of the contractor's drawings showing the berm installation. The approved copy is in the Bridge Section's files.

Please inform this office when the berms are in place, and, again, when they are completely removed in order that we may notify the Coast Guard as requested.

RWE/ag

cc E. S. Hunter
R. O. Cunningham w/attach.

NOTED
E. S. HUNTER

RECEIVED
NOV 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7937

FORM PR-33A (REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC

10-30-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Washington & Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
10-30-73	W. N. Bryant, Area Engineer	I-5-5(60)290

In Company With

H. D. Payne, Res Engr, OSHD; H. Harris, Res Bridge Engr, OSHD.

Location

The project begins at the South Tigard Interchange (I-5-Beaverton Highway) and extends southerly 3.74 miles to the I-5 - I-205 Interchange.

COPY SENT REGIONAL OFFICE

Contractor Name and Address

Donald M. Drake Co., Portland, Oregon

NOV 02 1973

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
9-19-73	$13,308,754.50	760 Cal Workdays	10-1-73	10-24-73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	0.04 %	0.05%

Roadbed (Width) 122 (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading & Paving	7224	3.605	8	8	72

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
PCBG	X781	0.0433
PCBG	X781	0.0657
PCB	X181	0.0318
BCDG	X221	0.0120
PCG	X681	0.0725
PCB	X081	0.0492
PCBG	X781	0.0500
RCS	X020	0.0265

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

S. TIGARD-EAST PORTLAND FREEWAY SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

The work to be completed under this project includes the construction of roadbed grading, lime-treated subgrade, aggregate base, cement-treated base, asphalt concrete paving, and continuously reinforced concrete pavement; construction of highway signs and sign support structures; construction of 9 permanent structures and 3 temporary structures; construction of highway illumination; and other minor incidental work.

11-2-73 Contr Engr

The only work completed and/or underway to date consists of clearing and grubbing near Bradbury Court and Cook's railroad crossing and the construction of an access road and clearing in the vicinity of the south end of the Tualatin River structure. The present plan is to begin work on the Tualatin River structure as soon as all required permits for construction of a dike in the river has been secured.

NOTED
H.S.COULTER

(more)

A preconstruction conference was held on October 23, 1973 at which time the contractor's schedule of operations and the EEO and training requirements of the contract were discussed in detail. The required preconstruction EEO meeting is scheduled to be held tomorrow. The contractor has located his field project office near the Bonita Road undercrossing structure and has all required posters and wage rates on display.

Extra Work Order #1 in the amount of $41,000 covering the State's share of flagging costs, EWO #2 in the amount of $12,000 covering training costs for 15 trainees, and EWO #3 in the amount of $5,000 covering cost of stage construction striping have been approved. EWO #4 covering necessary construction signing for closure of Bonita Road is currently being prepared by the State.

It should be noted that key project personnel have been provided radio communication equipment. Such equipment should prove invaluable in maintaining required engineering control of the contractor's operations as well as improve the safe and efficient traffic operations during construction of this extremely heavily traveled section of the Interstate.

RECEIVED
STATE HWY ENGR
NOV 2 '73
REFER TO
HQ

7937

October 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-5(60)290

SUBJECT Notification Contract Work Started

Contract 7937, Work Started October 24, 1973

Project S. Tigard Intchge.-E. Portland Freeway Intchge.

Highway Pacific

Counties Washington and Clackamas

VG:dg

7937

October 24, 1973

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Tualatin River Bridge Widening
Pacific Highway (I-5)
Contract (7937) Bridge 2376A
Falsework Permit

On May 25, 1973 you sent us Bridge Permit 31-73 for the I-5 highway bridge over the Tualatin River near West Linn, Oregon. Subsequently we awarded a contract for construction of this structure. The contractor now desires to construct berms around the river piers in order to facilitate construction.

These berms are considered to be falsework and, as we understand, require a falsework permit from your office.

The attached plan sheet shows the contractor's proposal. These berms will reduce the horizontal water clearance to 40 feet at elevation 102. This reach of the river is used by rowboats and small power boats and installation of these berms should present no problems to their passage.

The spans for this structure are prestressed beams and require no falsework in the river, other than the berms. It is anticipated that the berms will be needed until approximately May 1, 1974.

Sheet pile cofferdams are not considered suitable in this location due to lack of suitable overburden to seat and support the sheets.

Your expeditious handling of this falsework permit request will be appreciated in order that the contractor may commence work at the earliest possible time.

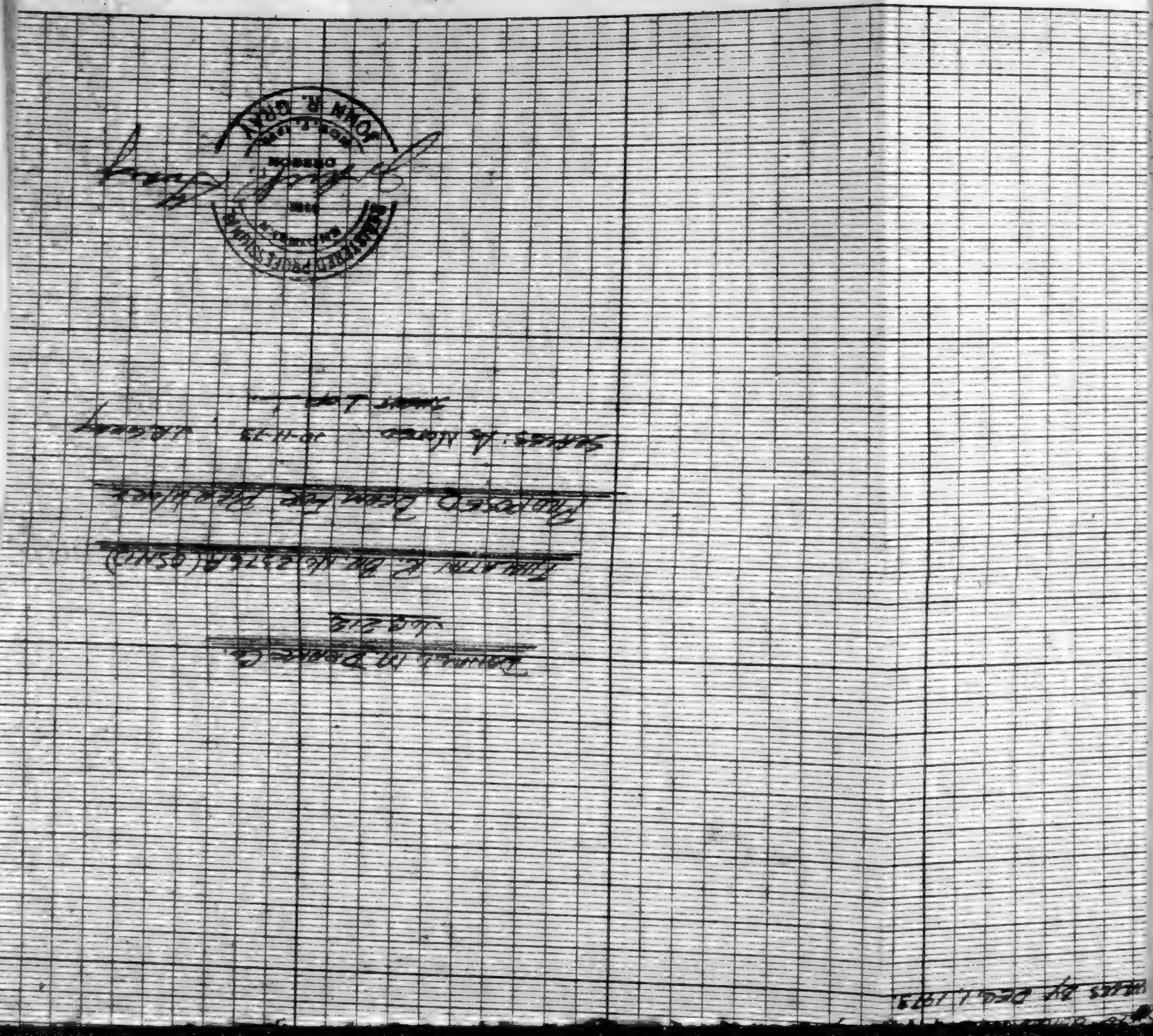
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:dh
Attachment

cc C. T. Keasey
W. J. Hart /w/ attach.
L. W. Rulien
Howard Harris
John Payne /w/ attach.
(Corps of Engrs., Portland)

KEUFFEL & ESSER CO.
NEW
TRADE STANDARD MARK
REG. U.S. PAT. OFF.
PROFILE PLATE A 4 X 20
100% RAG PAPER
MADE IN U.S.A.



...e BE BUILT IN Oct. 1973.
...TO BE BUILT FROM SECURED
...E UNITS. SHOOT FOR
...UP AREAS
...ING ALLOWED BETWEEN BEAMS = 1350 SQ. FT
...INDICATIVE TO FROM = (350 SQ. FT)
...BE PAIRED WITH BEAMS = 800 SQ. FT
... TO BUILD ALL BUILDINGS
...ITS BY DEC 1, 1973.

...E" on Dec. 23, 1933, Q = 24,000 CFS, Max. Vel. = 6 FPS.
FREQ. = 65 YRS.

on Sept 19, 1961.

SOFT SAND, SILT, CLAY, FEW BOULDERS

Max

WEATHERED, RECOMPACTED MATERIALS
BEDROCK FRACTURED WITH SOMEWHAT
CLAYEY SEAMS.

MED. WEATHERED BEDROCK

...N OF OHIO BE EXTENDED.
...ly on 2.

KEUFFEL & ESSER CO.
NEW YORK

ISTING

S16°56'13"W

BENT No. 42

Notes:

S15°22'00"W

ISTING

S16°56'13"W

SUPERSTRUCTURE

10' Typ. Top of Berm

10'

Some Record High Water = 12.8' on Dec. 24

Water Level Field on Sept 19, 1962.

Bottom Piles to be Elev. 30.0'

Section thru Harbor Entrance

Scale: 1" = 20' Horiz. & Vert.

Approx Location of Creek Bed

2224.0

2234.0

TRADE STANDARD MARK
REG. U.S. PAT. OFF.
PROFILE PLATE A 4 X 20
100% RAG PAPER
MADE IN U.S.A.

CONTOUR ELEV. 106' (EXISTING

95'(±)

TUALATIN

℄ 222+00

95'(±)

℄ L^S S16°56'13"W

L^S 222+29.92

1' RIPRAP ON REST OF OUTER FACES ONLY

10'±

106

2' RIPRAP GROSS-SECTION AREAS ONLY

BENT No. 32

BENT No. 22

PLAN VIEW
SCALE: 1" = 20'

℄ SUBSTRUCTURE

EXIST. RECORD HIGH WATER = 108.8' ON DEC. 22

TOE OF BERMS
PR ELEV. 98'(±)

16

10' BERM WIDTH

BERM WIDTH 10'

TUALATIN RIVER

95'(±)

95'(±)

106

106

℄ L^N 222+00

℄ L^S 222+00

1' RIPRAP ON REST OF OUTER FACES ONLY

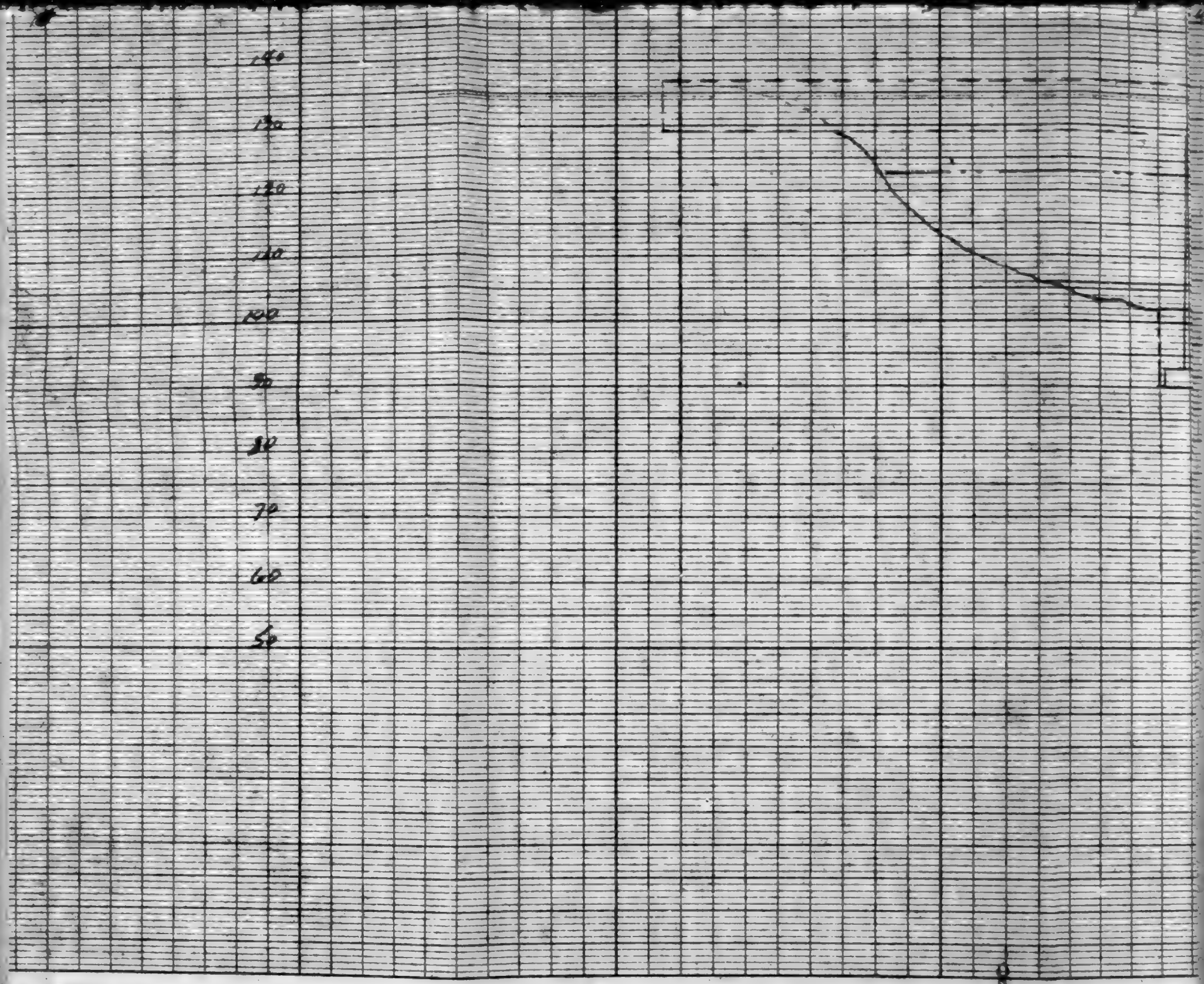
℄ L^N S15°22'00"W

L^N 222+29.21

CONTOUR ELEV. 106' (EXISTING

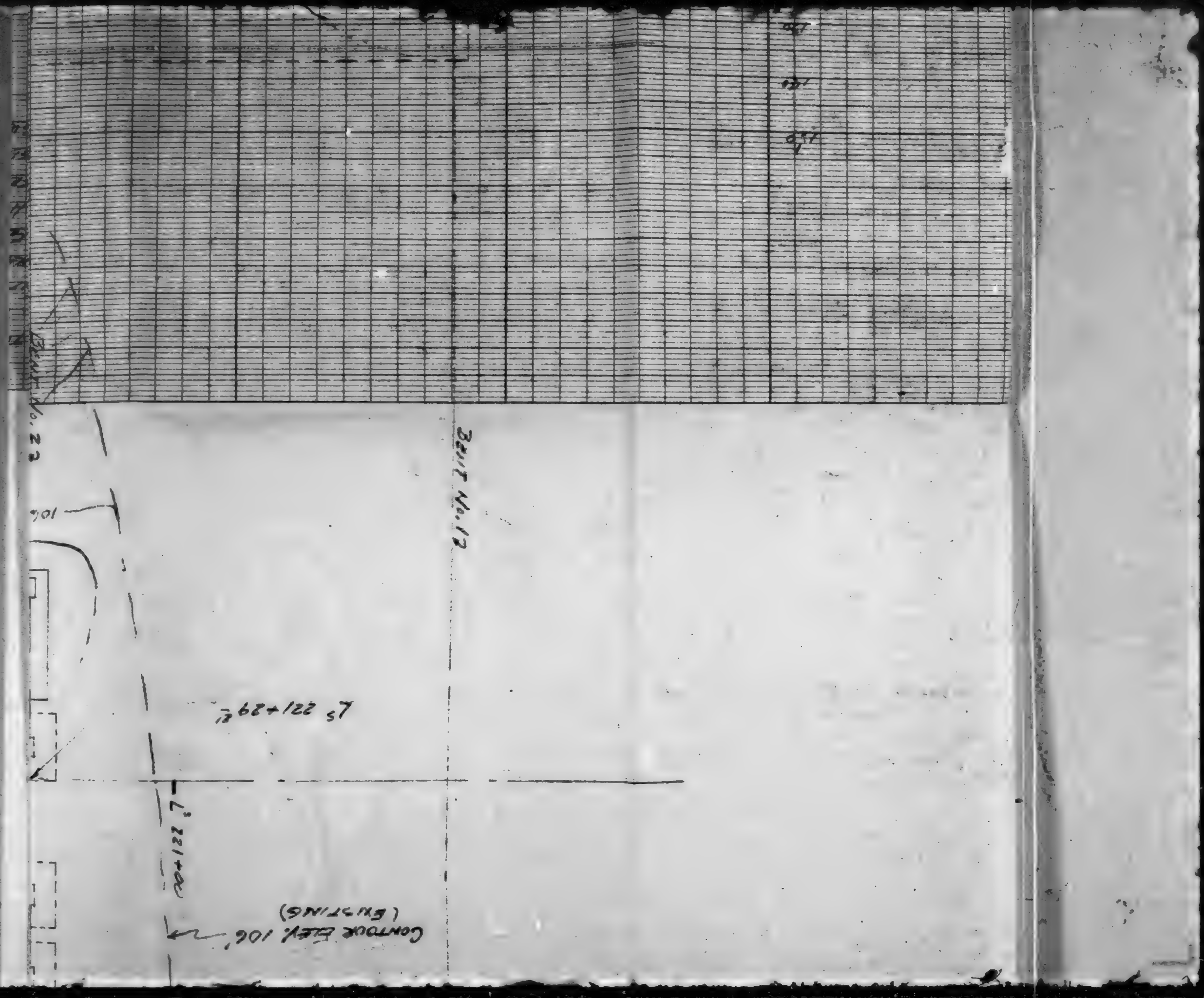
℄ L^S S16°56'13"W

L^S 222+29.22



4 X 20

KEUFFEL & ESSER CO.
NEW YORK


CONTOUR ELEV. 106'
(EXISTING)
106'
L= 221+29
22+122
BENT No. 12
BENT No. 22

106

106

ℓ^N 221+29 ℄

CONTOUR ELEV. 106'
(EXISTING)

ℓ^S 221+29 ℄

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1973

RECEIVED
OCT 19 1973
Office of
Assistant State Highway Engineer

TO L. W. Rulien, Region 1 Engineer

FROM F. E. Terpin, Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

SUBJECT South Tigard Interchange-East Portland Freeway.
Standard Drawing Revisions

Transmitted herewith are 50 half size prints each of revised standard drawings applicable to the subject project. In accordance with current policy, it is requested that where practical, the revisions be incorporated in the contract work. Price agreements necessary to effect the revisions shall be initiated upon prior approval of the Construction Engineer.

Listed below are the individual drawings with a brief description of the revisions to each. Your particular attention is invited to drawings numbered 2126 and 2126B and their revisions.

The newly designated Type 3 guard rail is essentially the same design traditionally employed at bridge end connections, therefore, no plan changes or price agreements are necessitated by the revision.

General note 6 on drawing numbered 2126B refers to the expansion provisions detailed for metal median barrier at bridge expansion joints on drawing numbered 2126 and requires similar provisions be made for guard rail at bridge end connections. This has been necessitated by several recent failures in connections.

The revision in guard rail pay lengths, also shown on drawing numbered 2126B, anticipates guard rail end pieces being carried as separate pay items. Where this occurs, the revised limits of pay length will be applicable.

Drawing Number	Title	Revision
2070	P.C. Concrete Pavement	Section D'-D' added to indicate placement of double layer reinforcement in P.C.C. pavement adjacent to reinforcement panel at skewed bridge end.
2070A	Cont. Reinf. Concrete pavement	W12+58 steel beam terminal expansion joint added, general revision of tie bar use in longitudinal and construction joints and reinforced lapping skew.

Drawing Number	Title	Revision
2077	Curbs, Islands & Driveways	Apron slope on driveways reduced and bicycle ramp revised.
2126	Guard Rail, Median Barrier, etc.	Type 3 guard rail added.
2126A	Guard Rail, Metal Median Barrier, & Anchors.	Type 1 anchor generally revised and end pience "C" and end shoe added.
2126B	Guard Rail Installation	Type 3 guard rail shown at bridge ends and general notes 5 and 6 added. Guard rail limits of pay length revised.
2127	Concrete Median & Shoulder Barrier	Welded wire reinforcement designation changed from W3/W3 to W2.9/W2.9. General notes 2a and 6 added.

WWR:we
Attachments
cc: H. S. Coulter, w/attach.
E. S. Hunter, w/attach.
Carroll Keasey, w/attach.
Maurice Payne, w/attach.

7937

October 11, 1973

TO: Oregon Transportation Commission

FROM:
A. E. Johnson
Acting State Highway Engineer

SUBJECT: Supplemental Throughway Agreement
S. Tigard Interchange-Marion County Line Section
Pacific Highway (I-5)

Clackamas County officials have agreed to accept jurisdiction of certain local roads which are being reconstructed or realigned as a part of the present contract for six-laning of I-5 between the South Tigard and I-205 interchanges.

Under the terms of this agreement, the county is to accept all State's right, title, interest, jurisdiction, maintenance and control of portions of Bonita Road, Bangy Lane, Upper Boones Ferry Road, and Roosevelt Avenue. One stipulation is that Bangy Lane and Roosevelt Avenue will be constructed to a 32-foot curbed section.

The original throughway agreement, dated November 12, 1968, remains in full force and effect.

I recommend your approval and request authority to sign the agreement for and on your behalf.

MCH:ljt kmb

bc: C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
C. T. Keasey
D. H. Moehring
H. S. Cox
L. W. Rullen
Gary Sund
R. E. Whipps

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Tualatin River
Washington County
Highway Job No. 67

S. Tigard Intchg.-E. Portland
Freeway Intchg.
Pacific Highway I-5
Expires: 10-1-74

MATERIAL REMOVAL/~~PERMIT~~ Fill PERMIT NO. 1097

DONALD M. DRAKE COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

October 1, 1973
Date

Anniversary date: October 1, 1974

ATTACHMENT "A"

Special Conditions checked apply to Material Removal/~~Permit~~ Fill No. 1097

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted ~~[illegible]~~ in a manner that will ~~[illegible]~~ prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (x) xxx GRASS xxx SHRUBS ___ TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(xx) 6. No ( ) DIKE CONSTRUCTION (x) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from September 1 to June1 without prior written approval from the Division of State Lands, except as stated in Condition #11 below.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(xx) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER (x) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s). Waste waters shall not be allowed to re-enter the waterway.

Others:

(x) 10. Riprap shall be clean, nonerodible quarry rock of sufficient size to armor the bank.

(x) 11. Construction of cofferdams may continue from Sept. 1 to Nov. 1 if they are constructed of sheet piling. Water quality standards stated in Condition #2 must be maintained at all times.

(x) 12. Fish passage shall be maintained at all times.

(x) 13. The Division of State Lands retains the right to temporarily halt or modify operation should excessive turbidity, damage to natural resources, or conf with other users occur.

October 1, 1973

OSHD Permit No.: 61

RP 1097

Job Name: S. Tigard Intchge.-
E. Ptld. Frwy. Intchge
Pacific Hwy. I-5
Washington County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Donald M. Drake Co.
Corporate Name or Individual (Please Print)

1740 N.W. Flanders Portland 97209 226-3991
Address Zip Telephone No.

W. E. Smith Operations Manager
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is river bed material-Fill is footing backfill and riprap.

b) Estimated Quantity (Removal) Over 50 cu. yds. (Fill) Over 50 cu. yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill *Bridge construction and riprap installation

e) ~~Source of Fill Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded September 19, 1973

~~Fill~~ Time 760 calendar workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

*Beaver Dam Bridge is on an overflow channel and probably doesn't require a permit.

RECEIVED
SEP 27 1973
DIVISION OF STATE LANDS
P.O. # H 149458

Location.

a) Name of Stream as Listed on Map Tualatin River

b) Tributary of Willamette River?

c) Located in See Plans Title Sheet (Legal Description) of Section 24 Twp. 2S R. 1W

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H149458

P.O. DATE: 9-26-73

SHIP TO: J. E. Verstoeg, Room 223, State Highway Building, Salem, OR 97310

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

NO. INVOICES: 1

ACCOUNT NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
		734

VENDOR

Division of State Lands
502 Winter Street , N.E.
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.	DELIVERY REQUIRED	TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	Removal/Fill Permit CERD No. 67 So. Tigard Int.-E. Portland Freeway Int. Pacific Highway I-5 Washington County			$50.00	634-1061-9007
			Crew No. 007-00				

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	DATE
ORDERED BY	9-26-73	AUTHORIZED AGENT SIGNATURE	9-26-73
APPROVED		RECIEVED BY:	DATE

FORM 81-734-1036

ORIGINATOR

79-27

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 9, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Easement Indenture
Grade Crossing No. FD-749.0
Upper Boones Ferry Road
S. Tigard Int.-E. Portland Fwy. Sec.
Pacific Highway (I-5)
Washington County
Your File: GMO 82833
0-0-73-2

Dear Sir:

Herewith you will find duplicate counterparts of the Easement Indenture for the above-captioned grade crossing near Cook, which was submitted to us with your letter dated September 25, 1973.

This document was executed by the Highway Administrator on October 8, 1973, and is now being returned to you for final execution by your principals.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
MARIE STEPHENS

JEC:jly
Enc.

RECEIVED
STATE HWY ENGR
OCT 10 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: Southern Pacific - San Francisco
bc: G. L. Green
C. W. Head
F. B. Klaboe
H. S. Coulter
L. H. Young
J. L. Sollis
L. W. Rulien
M. J. Klotz
Maurice Payne
R. H. Rumbolz

7937

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 2, 1973
Salem, OR 97310

To: H. S. Coulter
Assistant State Hwy. Engineer

B U I L D I N G

SUBJECT: Easement Indenture
Grade Crossing No. FD-749.0
Upper Boones Ferry Road
S. Tigard Int.-E. Portland Fwy. Sec.
Pacific Highway (I-5)
Washington County

Attached for your approval are two copies of an indenture from the Southern Pacific Transportation Company to the State of Oregon, by and through its Department of Transportation, Highway Division, granting the State an easement for the improvement of the grade crossing of SW Boones Ferry Road over the Tillamook Branch of the Southern Pacific Transportation Company lines adjacent to the Pacific Highway in Washington County.

This easement has been approved by the Federal Highway Administration, and by all applicable Section Heads in the Highway Division. Please approve this easement and then forward it to Mr. Klaboe for him to obtain the approval of Mr. Jackson, Chairman of the State Transportation Commission, and after approval by Mr. Jackson, sign the easement in the appropriate spot. After Mr. Klaboe has signed this easement, please return it to me and I will forward it to Southern Pacific Transportation Company for execution by them.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: F. B. Klaboe
C. T. Keasey
V. E. Skoog
J. H. Versteeg
J. B. Boyd
L. W. Pulien
Maurice Payne
R. H. Rumbolz
Jack Sollis

Files ✓

approved by GLS 10-8-73 JoKlaboe

Cy C.W. Hurd 10-8-73

RECEIVED
OCT 3 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 4 '73
REFER TO
FOR
Info | Ass | Ap | Sig | | Ret

29*852478-784

7937 S. Tigard Int.-E. Ptld. Hwy. 1973
Int. Sec. of the Pac. Hwy.
(Grad.,pav.,struct.,sign. & illum)#2

C+A 4682 3-14-73
" 4692 4-24-73
" 4629 12-12-72

7937

Salem, Oregon

September 28, 1973

Maurice Payne
Resident Engineer

Contract Payments Engineer

Materials and Labor Report, Form PR-47

Contract 7937

FAP No. I-5-5(60)290

The contractor is to complete and submit the attached Form PR-47 to your office prior to your final acceptance date (Third Notification). Contract Special Provisions, Subsection 105.18.

Please forward the completed form to L. H. Young, Office Engineer, Salem. Do not submit it with the semifinal data.

Attach.

VG:pr

7937

Salem, Oregon

September 28, 1973

Maurice Payne
Resident Engineer

L. H. Young
Office Engineer

Contract 7937
Furnish Steel Piling
Bid Items: 110, 155, 156, 172, 187

Please note these bid items have been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE [Bid Items]:

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:pr

#1437

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 26, 1973

Mr. Joe Goethler, Chairman
Lake Grove Water District
15964 SE Boones Ferry Road
Lake Oswego, OR 97034

Water Line Conflict
South Tigard Interchange-
East Portland Freeway Section
Pacific Highway
Clackamas County-Washington County
Project No. : I-5-5(9)290

Dear Mr. Goethler:

Mr. Green's estimate of cost dated July 20, 1973 to adjust the District's facilities in conflict with this project subject to the allocation of costs between the State and the District as detailed in my letter of August 21, 1973 has been approved by the Federal Highway Administration and the State. This will confirm our verbal authorization to proceed with work, dated August 1, 1973.

Reimbursement for the work performed on and subsequent to August 11, 1973 will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in Mr. Green's estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:db
cc: Carl E. Green & Associates
bc: H. S. Coulter
G. L. Green
R. N. Chase w/attach.
V. L. Gallagher w/attach.
V. E. Skoog w/attach.
L. W. Rulien (2) w/attach.
Maury Payne w/attach
Max Klotz w/attach.
Dick Rumbolz w/attach.

RECEIVED
SEP 28 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

OSHD Permit No.: 67
Job Name: S. Tigard Intchge.-
E. Ptld. Frwy. Intchge.
Pacific Hwy. I-5
Washington County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Donald M. Drake Co.
Corporate Name or Individual (Please Print)

1740 N.W. Flanders Portland 97209 226-3991
Address Zip Telephone No.

W. E. Smith Operations Manager
Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is river bed material-Fill is footing backfill and riprap.

b) Estimated Quantity (Removal) Over 50 cu. yds. (Fill) Over 50 cu. yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill *Bridge construction and riprap installation

e) ~~Source of Fill Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded September 19, 1973

~~Fill~~ Time 760 calendar workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Tualatin River

b) Tributary of Willamette River?

c) Located in See Plans Title Sheet (Legal Description) of Section 24 Twp. 2S R. 1W

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

*Beaver Dam Bridge is on an overflow channel and probably doesn't require a permit.

7937

September 26, 1973

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7937 for work on the South Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06106

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
C. O. Fredrickson
Maurice Payne

7937

September 21, 1973

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Re: S. Tigard Interchange-East
Portland Freeway Interchange
Pacific Highway
Washington County

As stated in subsection 107.02 of the special provisions for this project, the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached application completed by you.

Information required is:

Telephone number and signature of contractor and the name and address of any subcontractor doing this work.

You may expedite this matter by returning the completed application as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout
Design Office Engineer

DLT:jg
Attachments
cc: L. W. Rulien
Maurice Payne

OSHD Permit No.: 67
Job Name: S. Tigard Intchge.-
E. Ptld. Frwy. Intchge.
Pacific Hwy. I-5
Washington County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Donald M. Drake Co.
Corporate Name or Individual (Please Print)

1740 N.W. Flanders Portland 97209
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is river bed material-Fill is footing backfill and riprap.

b) Estimated Quantity (Removal) Over 50 cu. yds. (Fill) Over 50 cu. yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill *Bridge construction and riprap installation

e) ~~Source of Fill Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded September 19, 1973.
~~Fill~~ Time 760 calendar workdays.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Tualatin River.

b) Tributary of Willamette River?.

c) Located in See Plans Title Sheet (Legal Description) of Section 24 Twp. 2S R. 1W.

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

*Beaver Dam Bridge is on an overflow channel and probably doesn't require a permit.

FROM DIVISION OF STATE LANDS

Tualatin River
Washington County
Highway Job No 67
So. Tigard-East Portland
Freeway

ATTACHMENT "A" PRELIMINARY

Special Conditions checked apply to Material Removal Permit No. 1097

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(X) 2. The operation shall be conducted in a manner that will prevent any turbidity increase (X) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(X) 3. (X) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(X) 5. ( ) DIKES SHALL BE CONSTRUCTED (X) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED or (X) X GRASS X SHRUBS ___ TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(X) 6. No ( ) DIKE CONSTRUCTION (X) CHANNEL CHANGE (X) OPERATION OF EQUIPMENT shall be done in the active flowing stream from September 1 to June 1 without prior written approval from the Division of State Lands, except as stated in Condition #11 below.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(X) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER (X) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s). Waste waters shall not be allowed to re-enter the waterway.

Others:

(X) 10. Riprap shall be clean, nonerodible quarry rock of sufficient size to armor the bank.

(X) 11. Construction of cofferdams may continue from September 1 to November 1 if they are constructed of sheet piling. Water quality standards stated in Condition #2 must be maintained at all times.

(X) 12. Fish passage shall be maintained at all times.

(X) 13. The Division of State Lands retains authority to temporarily halt or modify operations should excessive turbidity, damage to fish or wildlife, or conflicts with other users occur.

May 8, 1973

Versteeg
A. Olson
Copy Terpin
Scott
Copy Swenson
R. Olson
Trout T

RECEIVED
MAY 8 1973
ROAD DESIGN SECTION

Copy to Bridge

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

7937 9-19-73 5

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-5(50)260

STATE PROJECT NO.: SOUTH TIGARD INTERCHANGE-EAST PORTLAND FREEWAY

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-718

COUNTY NAME: CLACKAMAS & WASHINGTON

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
SEP 24 73
REFER TO
FOR
Info | Drives | C.O. | D.R. | Sec. | Acc. | File

Orig to Y 9-25-73

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	AUGUST 1, 1973	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENTS IN THE LAKE GROVE WATER DISTRICT'S WATER LINES EFFECTIVE AUGUST 1, 1973. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $14,204.71 IS APPROVED. SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD IS SATISFACTORY PROVIDED THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM APPROVAL MEMORANDUM OF JULY 31, 1972 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE LAKE GROVE WATER DISTRICT CONSISTING OF YOUR REGIONAL UTILITIES ENGINEER'S VERBAL NOTICE OF CONFLICT, THE LAKE GROVE CONSULTANT ENGINEER'S JULY 20, 1973 LETTER AND PLANS AND ESTIMATE FURNISHED WITH MR. PRESTON'S SEPTEMBER 5, 1973 LETTER. RECEIPT OF MR. RUMBOLZ'S JULY 31, 1973 AFFIDAVIT COVERING THE LAKE GROVE WATER DISTRICT'S PROPERTY RIGHTS IS ACKNOWLEDGED. PERMITS COVERING THESE ADJUSTMENTS WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-19-73	G. L. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

bc C. T. Keasey
Walt Hart
L. [illegible] Young
Attn: Vince Gallagher
L. W. Rulien
C. O. Fredrickson
Maurice Payn[illegible]
Don Trout
William Geibel (SAIF)

OREGON STATE HIGHWAY DIVISION

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 20 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. ____
Bring up ____
Other ____

September 19, 1973

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Gentlemen:

The Oregon Transportation Commission today accepted your proposal for work on the South Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway in Washington and Clackamas Counties in the amount of $13,308,754.50 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and later on today the Administrator of Highways awarded you the project, which has been assigned Contract No. 7937.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of . . . . .the number of trainees to be trained in each selected classification . . . . before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar workday count on this contract will begin October 1, 1973.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

8-123

7937

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 6, 1973

To: Mr. J. H. Versteeg
Road Design Engineer

B U I L D I N G

SUBJECT: S. Tigard Interchange-E. Portland Freeway Interchange Section
Pacific Highway (I-5)
Clackamas County

NOTED
L. B. HUNTER

Attached herewith is your correspondence regarding subject section of highway relating to the reconstruction of the Roosevelt Avenue intersection with Upper Boones Ferry Road. Please be advised that on Wednesday, September 5, Mr. L. W. Rulien and the writer met with Mr. Winston W. Kurth, Deputy Public Works Director, to discuss this matter. At conclusion of the meeting, Mr. Kurth indicated he would accept State's proposed construction as detailed in construction plans. However, subsequent to this meeting, Mr. Kurth has called this office and indicated a desire for said Roosevelt Avenue to be reconstructed to a 32-foot curbed section as proposed at the Bangy Lane-Bonita Road intersection. Mr. Kurth was advised to contact Mr. Rulien as this matter had come up for bid this date, and any changes would have to be made during field construction.

Mr. Rulien will handle this matter and should relate to this office the agreement and decision made as to the reconstruction of Roosevelt Avenue, after which this office will negotiate an agreement for County's assumption upon completion of construction by State.

H. S. Cox
County and City Engineer

By

D N Harwell

D. N. Harwell
Assistant Engineer

DNH:lat
Att.
cc: E. S. Hunter
R. L. Schroeder
L. W. Rulien

RECEIVED
SEP 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 12, 1973

TO H. S. Cox, County-City Engineer
Attention: Mainor Holmes

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Roosevelt Avenue
So. Tigard-East Portland Interchange Section
Pacific Highway (I-5)
Clackamas County

Sheet 5 of the construction plans for this project indicate removal of the existing curbs and the construction of a 30' wide roadway section with concrete curbs on Bangy Lane south of Bonita Road.

Sheet 6 shows the relocation and reconstruction of Roosevelt Avenue from Station 5+22 to Station 10. The typical section on Sheet 2C shows a 32' wide travel way with 5' wide rock slopes. This does upgrade the section of Roosevelt Avenue that is being realigned under the present contract but does not provide for concrete curbs.

The difference between Bangy Lane and Roosevelt Avenue is based on our policy of replacement in kind. There are unusual circumstances when a frontage road or realigned street may be improved to a higher level facility. If greater volumes of traffic are anticipated, an upgrading of the roadway is sometimes possible for instance.

There is no justification for the upgrading of Roosevelt Avenue to a curb section with a sewer system based on current information.

JHV:jh

RECEIVED
COUNTY & CITY SECTION
JUL 13 1973
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Clack Co
(11/12/68 Agree)

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-8521

July 19, 1973

Mr. Mainor Holmes, Office Engineer
County-City Division
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

RE: Roosevelt Avenue - South Tigard - East Portland
Interchange Section - I-5

Since the Oregon State Highway Department is unwilling to improve Roosevelt Avenue from Harrington Avenue to Upper Boones Ferry Road, consistent with the adopted road standards of Clackamas County, the County would be unwilling to enter into an agreement accepting said section of Roosevelt Avenue to be reconstructed.

The position of Clackamas County would be that the portion of Roosevelt Avenue in question would then be a state highway.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/dm

RECEIVED
COUNTY & CITY SECTION
JUL 23 1973
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ AE ☐ RPE ☐

NOTED
R. L. SCHROEDER

RECEIVED
JUL 23 1973
Office of
Assistant State Highway Engineer

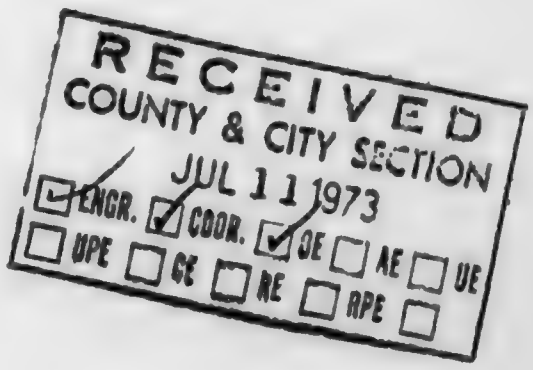
I-5
Clark Co

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-8521

July 9, 1973



Mr. Mainor C. Holmes
Office Engineer
County-City Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Enclosed please find the return of four unexecuted agreements relating to the South Tigard Interchange-Marion County line section of I-5.

In reviewing the plans regarding this project, it is noted that Bangy Lane south of Bonita Road is being improved to the accepted standards of Clackamas County. These standards consist of adequate storm drainage, concrete curbs with 32 foot asphaltic surfacing between curbs.

It is further noted that the improvements to Roosevelt Avenue from Harrington Avenue to Upper Boones Ferry Road are to consist of simply A. C. surfacing and gravelled shoulders. It is requested that the improvements to Roosevelt Avenue be consistent with County standards and the same as those being made on Bangy Lane.

An amendment to the agreement to correct this situation will result in this Department's recommending to the Clackamas County Board of Commissioners that this agreement be executed.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Encls. 4.

cc: J. H. Versteeg - Can we comply with County request? Please advise.

7937

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 5, 1973
Salem, Oregon

To: C. W. Head
Assistant Secretary to Commission

B U I L D I N G

SUBJECT: Easement Indenture & Construction Agreement
Cook Overcrossing; South Tigard Interchange-East Portland Freeway Interchange Section
Pacific Highway; Washington County
Federal Project No. I-5-5(50)290

RAILROAD COMPANIES
FILE No. 754

The State's original fully executed counterparts of the above two agreements have been handed to Velda DeGuire in the Right of Way Section for processing after which they will be forwarded to your office for the permanent records. Distribution of conformed copies has been made as indicated below.

The Construction Section will be required to see that the provisions of Sections 2, 5, and 7 of the Construction Agreement pertaining to construction of the new structure, removal of the existing structure by a contractor, are adhered to.

Upon completion of the project, the Maintenance Section will be responsible for the maintenance of this structure as provided in Section 6 of the Construction Agreement. The Accounting Section will ultimately be required to audit and pay the bill for the work performed by the railroad forces as set forth in Sections 2 and 4 and Exhibit A of the Construction Agreement. The Construction Section will be required to approve this bill before the Accounting Sections performs the audit.

The easement covering the additional width necessary for the construction of the new overcrossing is being provided to the State by Southern Pacific Transportation Company at no cost to the State.

The Section Heads should review these agreements and acquaint themselves with the responsibilities their Sections must bear in fulfilling these agreements.

J. E. Chidsey
Railroad & Utility Engineer

JEC:db
cc: H. S. Coulter
C. T. Keasey w/attach.
D. H. Moehring w/attach.
W. J. Hart w/attach.
V. E. Skoog w/attach.
J. B. Boyd w/attach.
R. N. Chase w/attach. (4)
J. L. Sollis w/attach.
L. W. Rulien w/attach.
J. W. Valentine w/attach.
Maurice Payne w/attach. (Please furnish copies to Dist. Eng. when project is completed.)

NOTED
C. W. HEAD

SP*82478-734

7937

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 27, 1973

SUBJECT: Oregon Project I-5-5(23)286
South Tigard Interchange - East Portland Freeway

In reply refer to: 10-35-EC2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information furnished in Mr. Preston's August 10th letter we approve increasing the maximum amount allowed in the Cornell, Howland, Hayes, and Merryfield consultant agreement from $25,000 to $30,650 to allow payment of the overruns.

This CH_2M agreement provides the engineering necessary to design and construct a sewer to remainder of right of way files 46044 and 46045.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 29 '73
REFER TO
R/W - Utilities
FOR
Info | Invest | R/D | O&R | Surv | Acct | File

Orig
8-30-73

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 10, 1973
Salem, OR 97310

To: G. L. Green
Division Engineer
Federal Highway Administration

SUBJECT: Over-run of Engineering Costs by CH_2M
Boones Ferry Lateral Sewer (City of Tualatin Sanitary Sewer Line)
S. Tigard Int.-E. Portland Fwy. Sec.
Pacific Highway
Washington County
Project No. I-5-5(23)286
R/W Files: 46044 and 46045

This project to all practical purposes is complete. We find there was a savings in construction costs over the contractor's bid. The contractor bid $98,973 for the work. The final payment to the contractor will be $94,300. However, the engineering costs are more than anticipated. The original estimate was $23,000, and the final payment is estimated to be $30,650, an increase of 33.3%.

There are two major causes for the increase in engineering (1) expanded scope of the work, and (2) increased complexity of the expanded portion of the project. (Also, see my letter dated April 4, 1973).

EXPANDED SCOPE OF THE WORK

The CH_2M-State agreement called for the consultant to furnish the engineering services for the design and construction of a sanitary sewer to be installed from the trailer court to the City of Tualatin's manhole. The inlet of said sewer to be placed so that it would be compatible with the existing or revised sanitary sewer system in the trailer courts. Exhibit "A" of the agreement indicates that the sewer line is to be approximately 3400 feet long. This original concept called for the reversing of the flow of the sewers in the trailer court and connecting them to the inlet of the new line on Lower Boones Ferry Road near the property line between the two trailer courts.

As a result of the consultant's investigation, two changes were made. One, it was agreed it would be less expensive for one contractor to perform all the work required within the trailer courts, rather than have separate contracts.

Two, due to the land within the trailer courts sloping away from Lower Boones Ferry Road towards the easterly boundary of the court, Plan C was adopted. Plan C called for the sewer line to follow around the south and east perimeters of the trailer court. This was the most efficient method, but added 922 feet of sewer line. This is an increase in length of sewer of 27%.

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

THE COMPLEXITY OF THE WORK WAS GREATER IN THE EXPANDED PORTION (Trailer Courts)

Under Plan C, other types of work were necessary such as the revision of 20 driveways, which involved moving sidewalks, curbs and catch basins.

The consultant had been requested to supervise all of the utility work on the project. The work involved in the courts was much more complicated and time consuming than for the remainder of the project. There were underground power, telephone and water lines layed in a common trench. Extra engineering time was necessary to coordinate the utility company's work.

OTHER FACTORS CAUSING HIGHER ENGINEERING COSTS

The operating engineer's strike has prolonged the contract past the original completion date. This has involved additional inspection.

The consultant's representatives have done an excellent job of public relations. The public relations work generated by the trailer courts, again, was out of proportion to the remainder of the project. The timing involved in the purchase of the right of way by the State and having it cleared, ready for occupancy by the contractor was close. This involved constant contact with both trailer court owners. Also, the adjustment of driveways, catch basins and utilities required many contacts with the trailer owners and residents. In addition to this, it was necessary to ask Bob Gladden, Project Engineer, to negotiate the purchase of a utility easement. In order to connect the trailer court sewer lines to the City's sanitary sewer system, the City, among other things, required that we furnish them an easement from Manhole A-22 to A-16 (See sheet 7 of the plans attached to the Contract Documents). Due to the construction of the trailer court, it was not feasible to reserve an easement within the court; therefore, the plan called for a 20' easement along the northerly boundary of the trailer court on property owned by Mr. Werth.

Mr. Werth was contacted by a representative of our Right of Way Section. He refused to negotiate with the State on the sewer easement, since we were preparing to condemn for a parcel of his property for highway right of way. This was true, even though we would purchase the utility easement in the name of the City of Tualatin.

Bob Gladden and the City Engineer for the City of Tualatin met with Mr. Werth and were able to show him that it would be to his advantage to have the sewer line installed to his property line, which could not be done without the easement. He then signed the easement. This saved the State the cost of constructing approximately 500 feet of 8-inch sewer line along Lower Boones Ferry Road from Manhole A-18 to Manhole A-16, at an estimated cost of $6,000.

SUMMARY

As mentioned above, on the basis of additional lineal feet of sewer main requested, engineering increases of 27% could be justified. The actual over-run was 33.3%. The additional engineering costs generated by the complexity of performing the work within the trailer courts, plus the extras detailed above, certainly justify the additional 6% or $1,380 engineering costs (6% of $23,000 = $1,380).

In any event, the obtainment of the easement improved the project and offsets the engineering over-run. We recommend your approval to increase the ceiling for engineering work from $25,000 to $30,650.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: H. S. Coulter
R. N. Chase
V. L. Gallagher

7937

FORM B-30A

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

NOTED
H. S. COULTER

DATE August 17, 1973

TO D. H. MOHRING
Maintenance Engineer

FROM C. T. Flink
C. T. FLINK
Regional Office Engineer

SUBJECT Mobile Radio Installation

The installation of four mobile radios in Region One construction vehicles has been approved by Assistant State Highway Engineer, H. S. Coulter.

These radios will be used on the construction of the S. Tigard Interchange-N. Portland Freeway Interchange section of Interstate 5. The project is under the supervision of Resident Engineer M. D. Payne.

Please make arrangements with the radio section to have the radios installed in vehicle numbers 73-29, 69-29, 67-3083, and 67-1132. The work to be done at their earliest convenience.

CTF/pw
cc H. S. Coulter
C. T. Keasey
M. D. Payne
Lenk Zanotti

RECEIVED
AUG 20 1973
Office of
Assistant State Highway Engineer

7937

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

August 9, 1973

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Att: Aids to Navigation Branch

Ref: PN 73-H-14(Tualatin River-Bridge),
dated June 14, 1973

Dear Sir:

I approve of your issuing a permit for the project.

On June 25, 1973 the Department of Environmental Quality certified there was reasonable assurance that the above subject project, as described, would not violate applicable water quality standards.

Sincerely,

Kessler R. Cannon
Assistant to the Governor

KRC/ia

cc: State Water Resources Board
Oregon State Highway Division,
for Washington County
Department of Environmental Quality
Division of State Lands

RECEIVED
STATE HWY ENGR
AUG 10 73
REFER TO
FOR
Info | Invest | O&D | O&R | Misc | Act | File

NOTED
F. B. KLABOE

8.10
cc: Wolfe Schroeder

COPY

7957 -

July 16, 1973

Mr. Arden P. Manning, Controller
Gerber Legendary Blades
14200 S.W. 72nd Avenue
Portland, OR 97223

Dear Mr. Manning:

Plans for the construction of the South Tigard Interchange-East Portland Freeway Interchange Section of Interstate 5 have been completed, and construction plans in the vicinity of the South Tigard Interchange are enclosed for your information.

Plans for the proposed South Tigard Interchange-North Tigard Interchange Section of I-5 are in the early development stage. One part of the development involves the drafting of an environmental impact statement. Information from the questionnaire you recently returned is utilized in one portion of the study. The draft is expected to be completed the latter part of this year.

A public hearing will also be held to provide an opportunity for those interested to review the proposed plans and register comments. The news media will carry notice of the date and location of the hearing.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enc.

bcc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Don Byard
L. W. Rulien/att.

DNS:jh dpy

7937

S-2600 5

Southern Pacific
Transportation Company

Room 254-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

June 27, 1973

IN REPLY PLEASE REFER TO
GMO-76802
0-0-68-8

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

I-5-5(59)
I-5-5(60)

Mr. James E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Division
Salem, Oregon 97310

RR 370

Dear Sir:

Referring to your letter of June 1, 1973, regarding construction agreement for the Tualatin Undercrossing of Southern Pacific Transportation Company on Pacific Highway (I-5) Federal Project No. I-5-5(59)290. Returned herewith Oregon State Highway fully executed copy of agreement dated May 26, 1973 covering the above subject.

In connection with this project we have previously requested that you furnish a letter from the two industries involved in this project stating that they have no objection to having their track taken out of service during reconstruction of our main track and their spur track.

Yours truly,

C. T. Babers

RECEIVED
JUL 26 1973
OFFICE ENGINEERING SECTION

RECEIVED
JUN 29 1973
UTILITY UNIT

NOTED
L. H. YOUNG

NOTED
J. E. CHIDSEY

NOTED
R. D. ASBURRY

EXHIBIT "A"

COST OF WORK TO BE PERFORMED BY RAILROAD

A.	Grading	$ 3,150
B.	Track Work	22,850
C.	Signal Work	375
D.	Communications Work	1,155
E.	Flagging	4,400
F.	Preliminary Engineering	4,400
G.	Engineer Inspector & Expenses	14,630
H.	Equipment Rental	1,840
I.	Freight	540
J.	Material Handling Charge	830
K.	Vacation Allowance	1,840
L.	Holiday Pay	793
M.	Health & Welfare	1,415
N.	R.R. Retire't & Unemployment Tax	4,237
O.	P.D., P.L. & W.C. Insurance	1,237
P.	Accounting & Billing	2,789
Q.	Contingencies	6,649
R.	Gross Cost	$73,130
S.	Less Salvage	950
T.	NET COST TO STATE	$72,180

SF COD-10

Rev. 4-17-'72

EXHIBIT "B"

RELATIONS WITH RAILROAD COMPANY

(a) General -- The term "Railroad" shall be understood to mean the SOUTHERN PACIFIC TRANSPORTATION COMPANY

It is expected that the Railroad will cooperate with the Contractor to the end that the work may be handled in an efficient manner, but the Contractor shall have no claim for damages or extra compensation in the event his work is held up by the work of Railroad forces.

(b) Railroad Requirements -- The Contractor shall cooperate with the Railroad where work is over or under the tracks, or within the limits of Railroad property, in order to expedite the work and to avoid interference with the operation of railroad equipment.

The Contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals, and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The Contractor shall perform his work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

Except as otherwise provided herein, the Contractor's operations shall not infringe on the following minimum clearances from any railroad track:

10'-0" horizontally from center line of track.

23'-0" vertically above top of rail.

Any infringement on the above clearances due to the Contractor's operations shall be submitted to the Railroad and to the Engineer, and shall not be undertaken until approved by the Railroad, and until the Engineer has obtained any necessary authorization from any governmental body or bodies having jurisdiction thereover. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railroad approval and governmental authorization.

In the case of impaired vertical clearance above top of rail, Railroad shall have the option of installing tell-tales or other protective devices Railroad deems necessary for protection of Railroad trainmen or rail traffic.

The details of construction affecting the Railroad tracks and property not included in the contract plans shall be submitted to the Railroad for approval before such work is undertaken.

Except in connection with construction of grade separation structures on premises of Railroad, no private crossings at grade over tracks of Railroad for the purpose of hauling earth, rock, paving or other materials will be permitted. If the Contractor, for the purpose of constructing highway-railway grade separation structures, including construction ramps thereto, desires to move his equipment or materials across Railroad's tracks, he shall obtain permission from Railroad; and, should it be required, the Contractor shall execute a private crossing agreement. The crossing installation for the use of Contractor, together with any protective devices, if required, shall be at the expense of the Contractor. Contractor shall furnish his own employees as flagmen to control movements of vehicles on the private roadway and shall take all measures necessary to prevent the use of such roadway by unauthorized persons and vehicles.

In advance of any blasting, the Contractor shall notify Railroad in order that proper flagging protection may be provided.

The Contractor shall, upon completion of the work covered by this contract, to be performed by Contractor upon the premises or over or beneath the tracks of Railroad, promptly remove from the premises of Railroad all of Contractor's tools, implements and other materials, whether brought upon said premises by said Contractor or any subcontractor, employee or agent of Contractor or of any subcontractor, and cause said premises to be left in a clean and presentable condition.

(c) Protection of Railroad Facilities --

1. Railroad representatives, conductors, flagmen or watchmen, will be provided by Railroad to protect its facilities, property and movements of its trains, or engines. In general, Railroad will furnish such personnel or other protective devices:

(a) When any part of any equipment is standing or being operated within 10 feet, measured horizontally, from center line of any track on which trains may operate, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.

(b) For any excavation below elevation of track subgrade if, in the opinion of Railroad's representative, track or other railroad facilities may be subject to settlement or movement.

(c) During any clearing, grubbing, grading, or blasting in proximity to Railroad which, in the opinion of Railroad's representative, may endanger Railroad facilities or operations.

(d) During any of Contractor's operations when, in the opinion of Railroad's representative, Railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines or pipe lines, may be endangered.

2. Information as to the Railroad employes which may be required to provide protection to Railroad facilities is as follows:

(a) Max. Number	(b) Classifications	(c) Base Pay 8 Hours	(d) Headquarters
3	Pilot conductors	to	
1	Yard engine foreman		
2	Yard engine helpers		
1	Track foreman	$ 32.35 to 32.93	Hillsboro
2	Track laborers	26.49 to 27.56	Hillsboro
1	B&B foreman	34.14	Hillsboro
2	B&B carpenters	30.97 to 31.56	Hillsboro

Notes: (a) A full flagging crew consists of three men, as indicated in above grouping. Under certain conditions, less than three men may be sufficient.

(b) The classifications are shown solely for the prospective bidders' information, and there is no guarantee that the above classes of labor will actually be used, or that the rates of pay shown in Column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect on Nov. 1, 1970. Normal overtime rate after eight hours is 1-1/2 times base rate.

(d) Estimated costs for travel per flagging crew from headquarters to job site and return is $ 15.00, per round trip. The estimated daily cost for meals and other accommodations is $ 3.00 per employe.

To all direct labor costs, there shall be added additional charges for Vacation Allowance; Holiday Pay; Health and Welfare; Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage, and Workmen's Compensation Insurance; and Accounting and Billing. For estimating purposes only, these additives collectively may be considered as approximately 39% of direct labor costs.

The determination of the cost of flagging and protective devices to be used as a basis for the submitting of bids shall be the responsibility of the prospective bidders.

3. Railroad will submit its bills for charges for flagging and related services to State within 120 days after completion of the project.

The cost of all necessary personnel, equipment and facilities provided by Railroad during the period of constructing the project as deemed necessary for the protection of Railroad's facilities and trains, and the cost of installing tell-tales or other protective devices in the case of impaired vertical clearance, as above specified, shall be borne by the Contractor and sums sufficient to cover the claims based upon bills rendered to the State by Railroad for such costs, will be deducted from the progress and final pay estimates due the Contractor. No deduction will be made for the cost of personnel, equipment and facilities provided by the Railroad for engineering and inspection purposes.

(d) Work by Railroad Company -- The Railroad will rearrange its telephone, telegraph and signal lines and appurtenances, and will make all track changes/and will perform any other work in connection therewith, except as noted on Drawing F-1254, revised April 22, 1971

The work by Railroad will be done by its own forces and is not a part of the work under this contract.

Additional work by Railroad Company (if any) --

(e) Legal Relations -- The provisions of this section, "Relations with Railroad Company" and the provisions of the following section, "Railroad Protective Insurance", of these special provisions shall inure directly to the benefit of the Railroad.

RAILROAD PROTECTIVE INSURANCE

In addition to any other form of insurance or bonds required under the terms of the contract and specifications, the Contractor will be required to carry insurance of the kinds and in the amounts hereinafter specified.

Such insurance shall be approved by the Railroad before any work is performed on railroad property and shall be carried until all work required to be performed on or adjacent to the Railroad's property under the terms of the contract is satisfactorily completed as determined by the Engineer, and thereafter until all tools, equipment and materials have been removed from Railroad's property and such property is left in a clean and presentable condition.

The insurance herein required shall be obtained by the successful bidder and the original and certified copies of all policies as hereinafter specified shall be furnished to the Engineer.

The Contractor shall furnish the Engineer with one (1) certified copy of each of the executed policies required by 1, 2 and 3 below and, in addition, shall furnish Railroad through the Engineer, one (1) certified copy of each of the executed policies required by 1 and 2 and the original policies of the insurance required by 3 below.

A certification on such copies of insurance shall guarantee that the policy under 1 and 2 will not be amended, altered, modified, or canceled insofar as the coverage contemplated hereunder is concerned, without at least ten (10) days notice mailed by registered mail to the Engineer and to Railroad.

Full compensation for all premiums which the Contractor is required to pay on all the insurance described hereinafter shall be considered as included in the prices paid for the various items of work to be performed under the contract, and no additional allowance will be made therefor or for additional premiums which may be required by extensions of the policies of insurance.

The approximate ratio of the estimated cost of the work over or under or within 50 feet of Railroad's tracks to the total estimated contract cost is _____.

1. Contractor's Public Liability and Property Damage Liability Insurance

The Contractor shall, with respect to the operations he performs within or adjacent to Railroad's property, carry regular Contractor's Public Liability and Property Damage Liability Insurance providing for the same limits as specified for Railroad's Protective

Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad as hereinafter provided.

If any part of the work within or adjacent to Railroad's property is subcontracted, the Contractor in addition to carrying the above insurance, shall provide the above insurance on behalf of the subcontractors to cover their operations.

2. Contractor's Protective Public Liability and Property Damage Liability Insurance

The Contractor shall, with respect to the operations performed for him by subcontractors who do work within or adjacent to Railroad's property, carry in his own behalf regular Contractor's Protective Public Liability and Property Damage Liability Insurance providing for the same limits as specified for Railroad's Protective Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad as hereinafter provided.

3. Railroad's Protective Public Liability and Property Damage Liability Insurance

The Contractor shall, with respect to the operations he performs within or adjacent to Railroad's property or that of any of his subcontractors who do work within or adjacent to Railroad's property perform, have issued and furnished in favor of Railroad, policy or policies of insurance in the Railroad Protective Liability Form as hereinafter specified.

Railroad Protective Liability Form

_____
(Name of Insurance Company)

DECLARATIONS

Item 1. Named Insured: Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Item 2. Policy Period: From ___ ___ _ to _____ 12:01 a.m., Standard Time, at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated in Item 6 by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.

Coverages		Limits of Liability Each Person	Each Occurrence	Aggregate
A	Bodily Injury Liability	$500,000	$1,000,000	Not applicable
B & C	Property Damage Liability and Physical Damage to Property	Not applicable	$500,000	$1,000,000

Item 4. Name and Address of Contractor: _____

_____

_____

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed.

Item 6. Designation of the Job Site and Description of Work:

FOR CONSTRUCTION ON _____

_____

_____

Premium Bases	Rates per $100 of Cost Coverage A	Coverages B & C	Advance Premiums Coverage A	Coverages B & C
Contract Cost	$	$	$	$
Rental Cost	$	$	$	$

Countersigned _____ 19___ by _____

_____
Title

POLICY

_____
(Name of Insurance Company)

6-5-67

A- - - - - - - - - - - - insurance company, herein called the company, agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declaration made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A - Bodily Injury Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness, or disease, including death at any time resulting therefrom, hereinafter called "bodily injury," either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the Contractor or any employee of the Contractor, or by any employee of the governmental authority specified in Item 5 of the declarations, or by any designated employee of the insured whether or not arising out of such acts or omissions.

Coverage B - Property Damage Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction, hereinafter called "property damage", arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

Coverage C - Physical Damage to Property.

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. Definitions.

(a) Insured. - The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor. - The word "contractor" means the Contractor designated in Item 4 of the declarations and includes all subcontractors of said Contractor but shall not include the named insured.

(c) Designated employee of the insured. - The words "designated employee of the insured" mean :

(1) any supervisory employee of the insured at the job site,

(2) any employee of the insured while operating, attached to or

(2) (Cont'd)

engaged on work trains or other railroad equipment at the job site which are assigned exclusively to the Contractor, or

(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the Contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the Contractor or by governmental authority.

(d) Contract. - The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. Defense, Settlement, Supplementary Payments.

With respect to such insurance as is afforded by this policy under Coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability:

(1) all expenses incurred by the company, all costs taxed against the insured in any such suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expense, other than loss of earnings, incurred by the insured at the company's request.

IV. Policy Period, Territory.

This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by the governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under Coverages A(1), B and C, to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under Coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U.S. Code (1946), Title 45, Sections 51–60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under Coverage B, to injury to or destruction of property (1) owned by the named insured or (2) leased or entrusted to the named insured under a lease or trust agreement.

(g) 1. Under any liability coverage, to injury, sickness, disease, death or destruction

(a) with respect to which an insured under the policy is also an insured under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an insured under any such policy but for its termination upon exhaustion of its limit of liability; or

(b) resulting from the hazardous properties of nuclear material and with respect to which (1) any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 1954, or any law amendatory thereof, or (2) the insured is, or had this policy not been issued would be, entitled to indemnity from the United States of America, or any agency thereof, under any agreement entered into by the United States of America, or any agency thereof, with any person or organization.

2. Under any medical payments coverage, or under any Supplementary Payments provision relating to immediate medical or surgical relief, to expenses incurred with respect to bodily injury, sickness, disease or death resulting from the hazardous properties of nuclear material and arising out of the operation of a nuclear facility by any person or organization.

3. Under any liability coverage, to injury, sickness, disease, death or destruction resulting from the hazardous properties of nuclear material, if

(a) the nuclear material (1) is at any nuclear facility owned by, or operated by or on behalf of, an insured or (2) has been discharged or dispersed therefrom;

(b) the nuclear material is contained in spent fuel or waste at any time possessed, handled, used, processed, stored, transported or disposed of by or on behalf of an insured; or

(c) the injury, sickness, disease, death or destruction arises out of the furnishing by an insured of services, materials, parts or equipment in connection with the planning, construction, maintenance, operation or use of any nuclear facility, but if such facility is located within the United States of America, its territories or possessions or Canada, this exclusion (c) applies only to injury to or destruction of property at such nuclear facility.

4. As used in this exclusion:

"hazardous properties" include radioactive, toxic or explosive properties;

"nuclear material" means source material, special nuclear material or byproduct material;

"source material", "special nuclear material", and "byproduct material" have the meanings given them in the Atomic Energy Act of 1954 or in any law amendatory thereof;

"spent fuel" means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a nuclear reactor;

"waste" means any waste material (1) containing byproduct material and (2) resulting from the operation by any person or organization of any nuclear facility included within the definition of nuclear facility under paragraph (a) or (b) thereof;

"nuclear facility" means

(a) any nuclear reactor,

(b) any equipment or device designed or used for (1) separating the isotopes of uranium or plutonium, (2) processing or utilizing spent fuel, or (3) handling, processing or packaging waste,

(c) any equipment or device used for the processing, fabricating or alloying of special nuclear material if at any time the total amount of such material in the custody of the insured at the premises where such equipment or device is located consists of or contains more than 25 grams of plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235,

(d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of waste, and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations;

"nuclear reactor" means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material;

with respect to injury to or destruction of property, the word "injury" or "destruction" includes all forms of radioactive contamination of property.

(h) under Coverage C, to loss due to nuclear reaction, nuclear radiation or radioactive contamination, or to any act or condition incident to any of the foregoing.

CONDITIONS

(The conditions, except conditions 3, 4, 5, 7, 8, 9, 10, 11 and 12, apply to all coverages. Conditions 3, 4, 5, 7, 8, 9, 10, 11 and 12, apply only to the coverage noted thereunder.)

1. Premium.—The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

The term "rental cost" means the total cost to the Contractor for rental of work trains or other railroad equipment, including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the Contractor specified in the declarations for any such excess; if less, the company shall return to the said Contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. Inspection.—The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. Limits of Liability, Coverage A.—The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provision respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by two or more persons as the result of any one occurrence.

4. Limits of Liability, Coverages B and C.—The limit of liability under Coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under Coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under Coverage B, as the result of any one occurrence.

Subject to the above provision respecting "each occurrence," the limit of liability under Coverages B and C stated in the declarations as "aggregate" is the total limit of the company's liability for all damages and all loss under Coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under Coverage B.

Under Coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss is of a part thereof the actual cash value of such part, at time of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. Severalty of Interests, Coverages A and B.—The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. Notice.—In the event of an occurrence or loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as soon as practicable. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. Assistance and Cooperation of the Insured, Coverages A and B.—The insured shall cooperate with the company and, upon the company's request, attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. Action Against Company, Coverages A and B.—No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of the insured, the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

Coverage C.—No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy nor until 30 days after proof of loss is filed and the amount of loss is determined as provided in this policy.

9. Insured's Duties in Event of Loss, Coverage C.—In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request;

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonably require and shall, upon the company's request, exhibit the damaged property.

10. Appraisal, Coverage C.—If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The company shall not be held to have waived any of its rights by any act relating to appraisal.

11. Payment of Loss, Coverage C.—The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12. No Benefit to Bailee, Coverage C.—The insurance afforded by this policy shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13. Subrogation.—In the event of any payment under this policy, the company shall be subrogated to all the insured's rights of recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14. Application of Insurance.—The insurance afforded by this policy is primary insurance.

15. Three Year Policy.—A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each annual period.

16. Changes.—Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy.

17. Assignment.—Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18. Cancellation.—This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancellation shall be effective. This policy may be canceled by the company by mailing to the named insured, Contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than 30 days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

19. Declaration.—By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

In witness whereof, the _____ Insurance Company has caused this policy to be signed by its president and a secretary at _____, and countersigned on the declarations page by a duly authorized agent of the company.

(Facsimile of Signature) (Facsimile of Signature)

_____ _____
Secretary President

Est. 17182 76550—500 3-68 1M

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

(1) **Compliance with Regulations:** The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) **Nondiscrimination:** The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

(3) **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

(4) **Information and Reports:** The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Bureau of Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) **Incorporation of Provisions:** The contractor will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The contractor will take such action with respect to any subcontract or procurement as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

SW. McEWAN

TO COOK

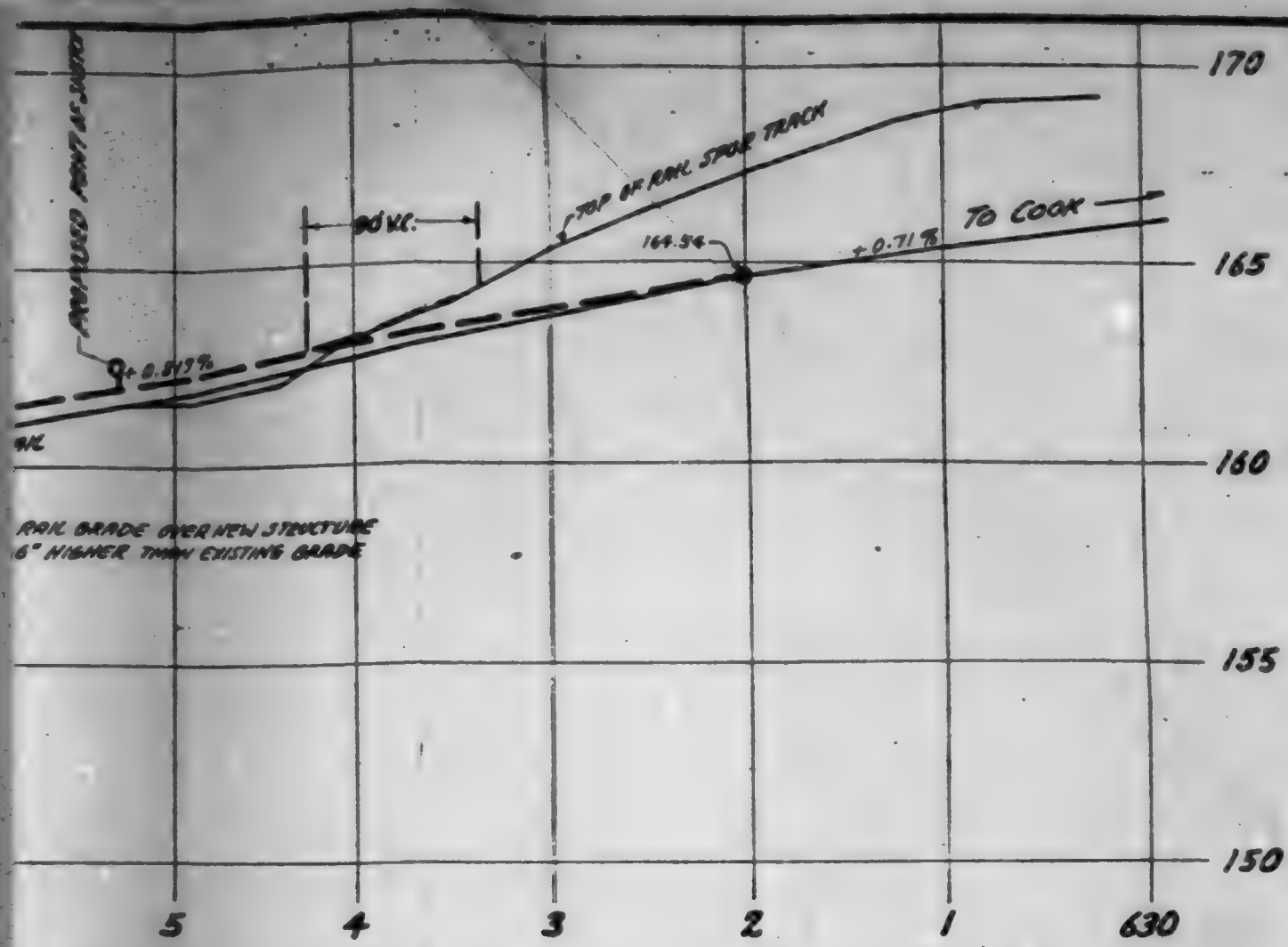
P.76300

SOUTHERN PACIFIC TRANSPORTATION COMPANY
PACIFIC LINES
NEWBERG BRANCH

TUALATIN

LINE CHANGE FOR NEW UNDERPASS
TO FACILITATE WIDENING OF I-5
SCALE AS SHOWN Dec. Nov. 9, 1970
REVISED 4-22-71

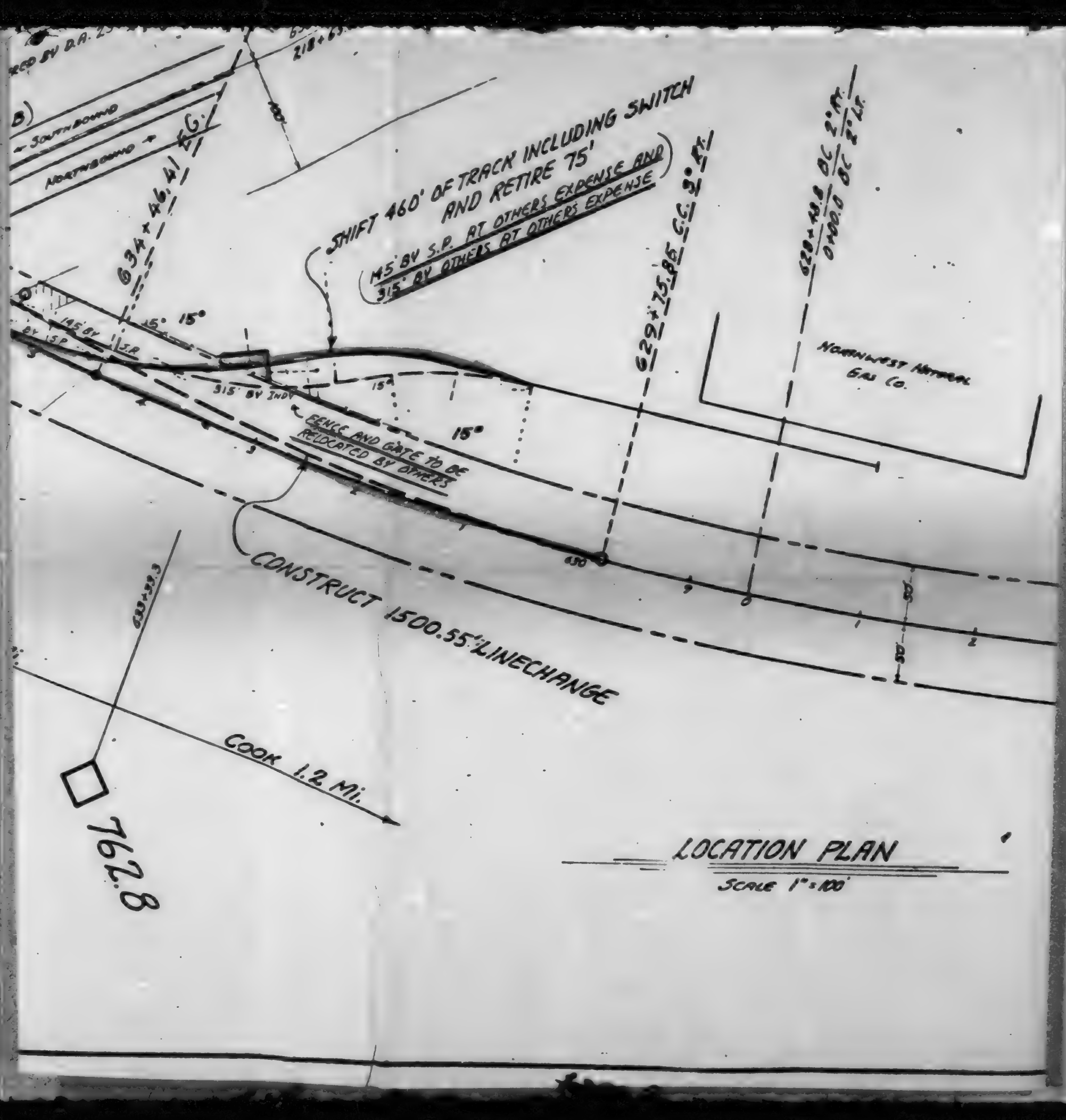
OREGON DIV'N.
DRAWING F-1254



FILE

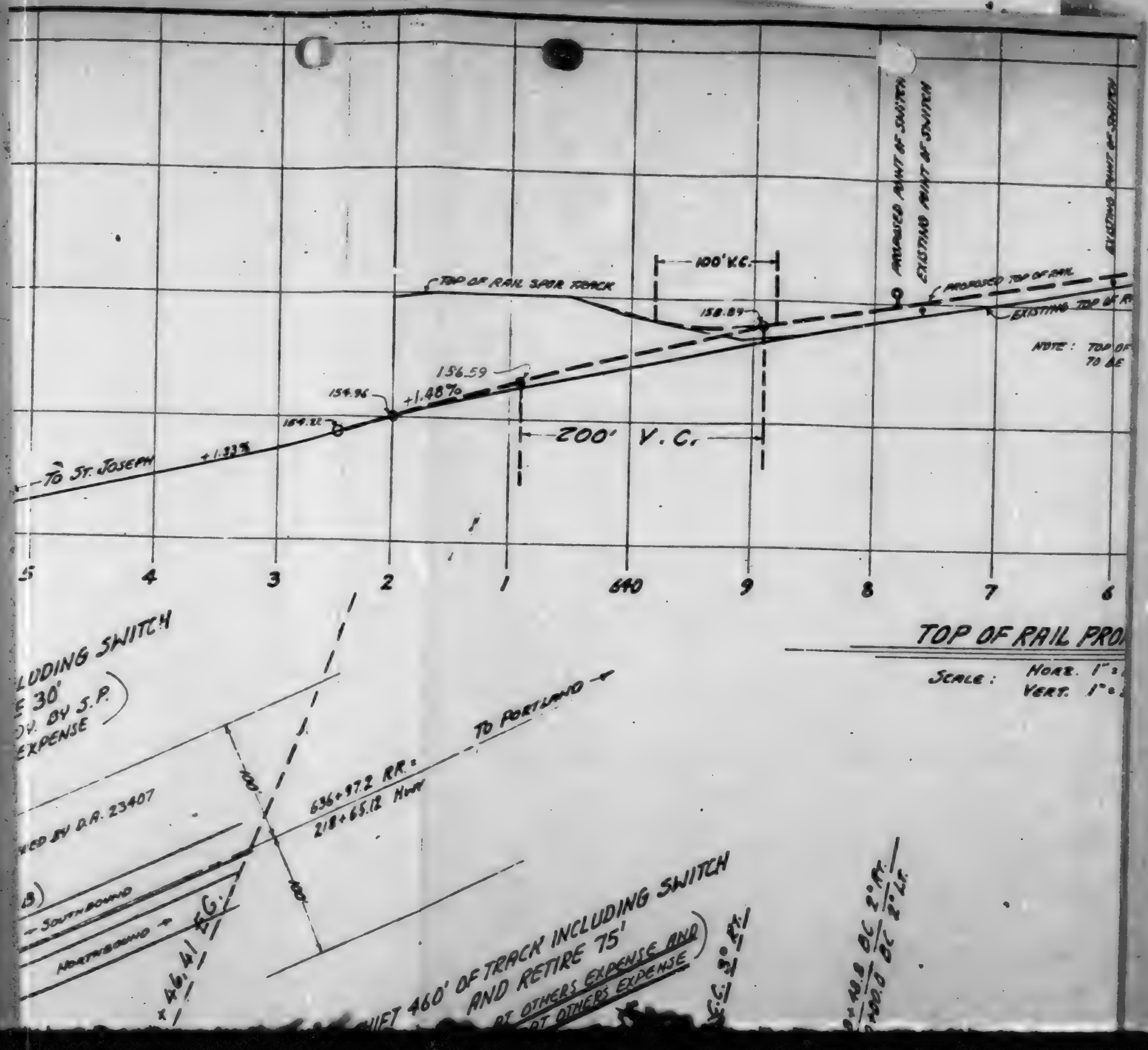
100'
5'

McEWAN



LOCATION PLAN

SCALE 1" = 100'


PROPOSED PLANT OF SEWERS
EXISTING PLANT OF SEWERS
EXISTING PLANT OF SEWERS
100' V.C.
TOP OF RAIL SPUR TRACK
PROPOSED TOP OF RAIL
EXISTING TOP OF RA
158.89
156.59
154.96
+1.48%
154.22
+1.33%
TO ST. JOSEPH
200' V. C.
NOTE: TOP OF
TO BE
5
4
3
2
1
640
9
8
7
6
LUDING SWITCH
E 30'
V. BY S.P.
EXPENSE)
TOP OF RAIL PRO
SCALE: HORZ. 1"=
VERT. 1"=
ED BY D.A. 23407
636+97.2 RR.=
218+65.12 HWY
TO PORTLAND
SOUTHBOUND
NORTHBOUND
100'
100'
46.41
46.41
IFT 460' OF TRACK INCLUDING SWITCH
AND RETIRE 75'
BY OTHERS EXPENSE AND
BY OTHERS EXPENSE)

TUALATIN

EXISTING EASEMENT

(P-762.8

RELOCATE COMM. POLE

RELOCATE COMM. POLE AND GUY

TO STAFFORD

TUALATIN 0.8

RIVER

LEGEND

DASHED SHOWS NEW WORK

YELLOW SHOWS SHIFT OR RETIRE

SHOWS S. P. PROPERTY LINE

SHADED AREA SHOWS PROPERTY TO BE ACQUIRED (0.05 AC. ±)

HATCHED AREA SHOWS ADDITIONAL EASEMENT TO STATE (0.15 AC. ±)

647+40

644+81.4 EC
644+76.40 =

EQUATION

643+31.4 CC T. 2/2

643+11.70 E.C.

639+89.97 BC 4° 30'

50'

50'

COUNTRY VENEER

SWIFT BATTERY BOX

15"

TUALATIN

SHIFT 270' OF TRACK INC
AND RETIR
(150' S.P. AND 120' IN
AT OTHERS

EXISTING EASEMENT CO

(P-762.8

RELOCATE
POLE

TUALATIN

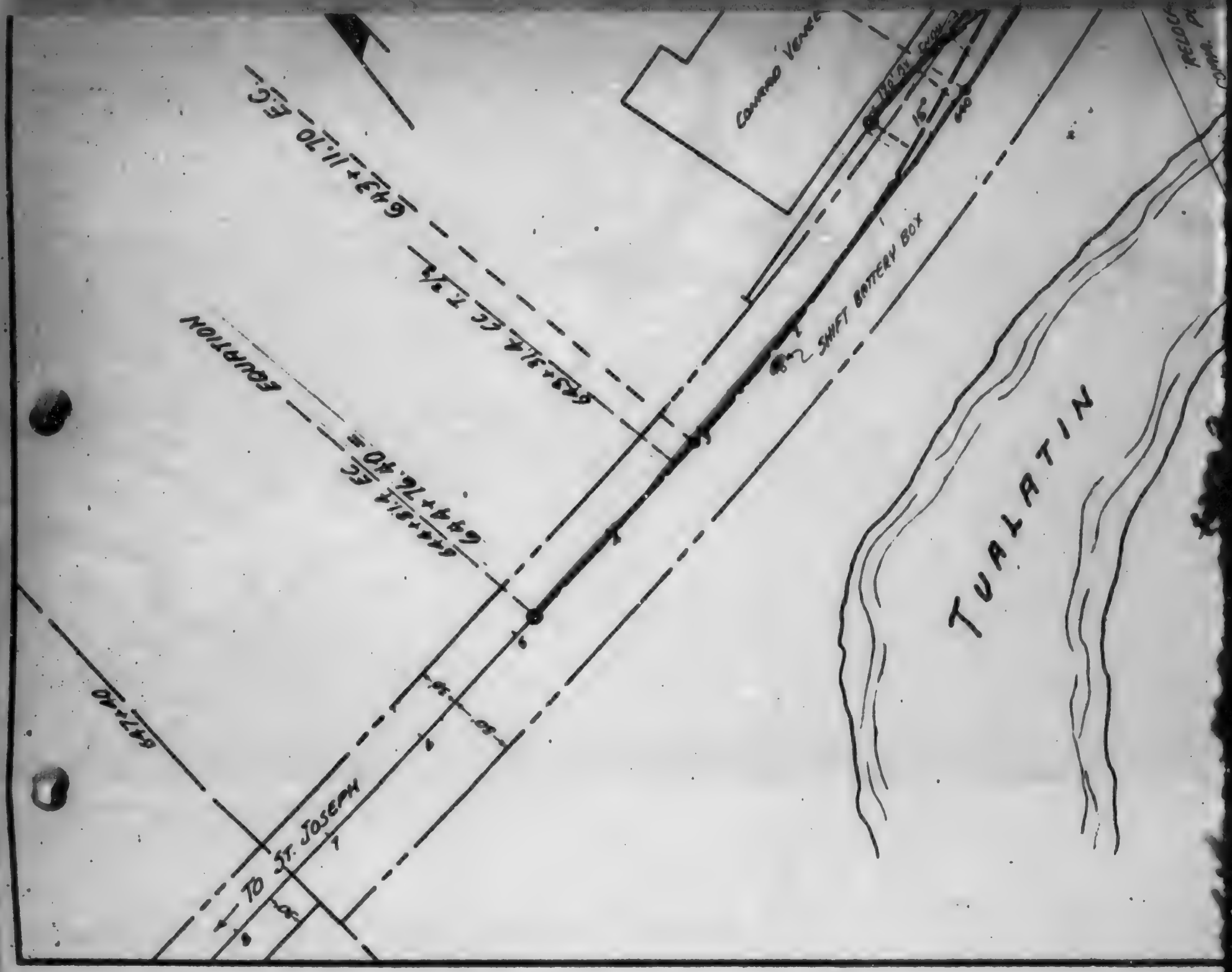
RELOCA
COMM. PL

TO SALEM

LEGEND

DASHED SHOWS NEW WORK
YELLOW SHOWS SHIFT OR RETIRE
SHOWS S. P. PROPERTY LINE
SHADED AREA SHOWS PROPERTY TO BE ACQUIRED
HATCHED AREA SHOWS ADDITIONAL EASEMENT TO

V-23
7


CONCRETE VAULT
SHIFT BATTERY BOX
TUALATIN
TO ST. JOSEPH

7937

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

June 25, 1973

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Re: Cook Overcrossing of the Pacific Highway-Interstate 5
Crossing No. FD-748.7-A; PUX 867; SXF 629

Dear Fred:

Enclosed is a copy of Order No. 73-376 issued by the Public Utility Commissioner on June 13, 1973, relative to the above subject matter.

Sincerely,

LEE JOHNSON
Attorney General

NOTED
F. B. KLABOE

Jack L. Sollis
Assistant Attorney General
and Counsel

ksb
Enclosure
cc: C. R. Burghart
A. E. Johnson
Walter J. Hart
C. T. Keasey
D. H. Moehring
L. W. Rulien, Regional Engineer
James E. Chidsey
D. R. Adams, District Engineer
R. P. Hamilton
H. S. Cox

RECEIVED
STATE HWY ENGR
JUN 25 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Order No. 73-376

Crossing No. FD-748.7-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 629

In the matter of the application of the State of Oregon by and through its State Highway Commission, for authority to reconstruct an overcrossing structure (known as the Cook Overcrossing of the Pacific Highway-Interstate 5) over the tracks and right-of-way of Southern Pacific Transportation Company (crossing FD-748.7-A) in the NE 1/4 of the NE 1/4 of Section 13, Township 2S, Range 1W, Willamette Meridian, near Durham in Washington County, Oregon.	ORDER

On February 22, 1973, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to reconstruct an existing overcrossing structure over the tracks and right-of-way of Southern Pacific Transportation Company (known as the Cook Overcrossing on the Pacific Highway, Interstate Route No. 5) near Durham in Washington County, Oregon.

By letter dated March 20, 1973, and duly filed with the Commissioner, applicant amended its application in this matter.

Copies of the application and the letter of amendment thereto were duly served upon the Southern Pacific Transportation Company and the Board of Commissioners of Washington County. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to the application as amended and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application as amended and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to reconstruct the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall:

(a) Reconstruct and maintain the overcrossing structure and all highway appurtenances thereto and bear all the cost thereof;

(b) Replace the spring and pipeline and relocate the railroad spur track, all of which are involved in this reconstruction project, and bear all the cost thereof; and

(c) Bear all the cost, if any, of protecting, removing, and replacing railroad communication and signal facilities during the reconstruction project.

(3) Southern Pacific Transportation Company shall maintain, at its own expense, all railroad tracks, railroad drainage and other railroad facilities upon completion of the reconstruction project.

(4) Applicant shall notify the Commissioner upon completion of the reconstruction project.

Made, entered, and effective June 13, 1973.

Richard W. Sabin
Public Utility Commissioner

7937

FORM E-30 (REV. 10-69)

Routing
1 Keasey
Glenn
Berg
Hardt
Johnson
Walker

RECEIVED
JUN 15 1973
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 15, 1973

SUBJECT: Request for Mobile Radios on Construction Projects Woodburn-Hayesville Interchange and S. Tigard Int.-E. Portland Freeway Interchange Sections

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

NOTED
H. S. COULTER

Attached for your further information are additional reports from Regions I and II on their requests for mobile radios for use on the two subject projects.

Both Regions have investigated the feasibility and cost of mobile phones, and the use of "winter assignment" radios, and both still recommend the two-way mobile radios on our own channels.

8-14-73
ap Maint
Reg. 1
Rdg. 2
Cont.

As for cost savings on the radios now in use on the Hubbard Interchange-Woodburn Interchange project, a discussion of this was presented in Warren Mueller's letter of April 24, previously submitted. There seems to be no good way to put a dollar value on the savings, but it would appear to well outweigh the cost.

Your approval of these additional installations is again recommended.

Approved 4 radios for Woodburn-Hayesville and 4 for I-205- South Tigard
Work out details w/ Maint. - HSC
ASST. STATE HWY. ENGR.

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

CTK:fw
Enc.
cc L. W. Rulien
C. O. Fredrickson

6-15-72
Scott - My priority would be as follows on both projects:
1 Principal Resident Engineer
2 Resident Bridge Engineer
3 Asst Rs. Engr (Grading)
4 Asst Rs. Engr (Bridge)
5 Asst Rs. Engr (Grading

C. T. Keasey

Coxall
If each Job could have only 2 of 3, or 4 units - What is your recommended assignment?
Scott

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

FORM E-10X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE June 5, 1973

TO C. T. KEASEY
Construction Engineer

FROM L. W. RULIEN
Regional Engineer

RECEIVED
JUN 6 1973
CONSTRUCTION SECTION

SUBJECT Request for Radios on Construction Projects

The following information is in response to your letter requesting a study of the possibility of alternate methods of communication for construction crews.

1. (a) The initial cost of installing winter-use radios would be approximately $100 per unit. This is due to having to purchase new wiring harness for installation in the construction vehicles. Surplus radios which are available would cost approximately one-half of this amount.

   (b) The radio vehicles are transferred to the paving crews for the summer season.

   (c) The construction crews would probably need the radios on a year-round basis.

2. Cost of mobile phones estimated from information received from Pacific Northwest Bell Company.

   $85 installation charge
   $38 monthly charge for one channel
   $ 3/month each additional channel

They recommend at least two channels.
Ten 3-minute calls per month included in monthly charge.
Additional charge of 10¢/minute over 3 minutes.
Additional charge of 30¢/call over 10 calls. A conservative estimate is 5 calls per unit per day, or 100 calls per month per unit.

Estimated cost per unit:

$38	service charge
3	additional channel
$41	
27	90x30¢ additional calls
$68/month/unit	

After consideration of these facts, it is our opinion that neither of the alternatives is satisfactory from the standpoint of cost or service.

Region 1, therefore, requests installation of mobile radios plus a base station as originally proposed.

CTF/cr

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 4, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Radio Communications
Woodburn Int.-Hayesville Sec.

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Fosse, Glenn, Berg

RECEIVED
JUN 7 1973
CONSTRUCTION SECTION

My May 7, 1973 letter requesting mobile radio units for use by Resident Engineer E. J. Hall's crew on the Woodburn Int.-Hayesville Section may be modified as follows:

Assignment	Mobile Units Requested	
	Previous	Present
Resident Engineers	2	2
Asst. Resident Engineers	4	3
Accident Investigator	1	1
Chief of Parties	1	0
Total	8	6

Mr. Hall's attached May 25, 1973 letter indicates four of the previously requested eight units could be seasonal from maintenance crews. However, the period of availability from maintenance is too short and the need for these mobiles too important on practically a continuous period that the mobiles requested should be on a year-round basis. Besides, maintenance is phasing out the 50 watters requested.

As to the possible utilization of mobile phones, Mr. Hall had researched this by the attached February 26, 1973 letter which was sent to you by this office March 6, 1973. Mobile telephones are both too costly and the channels too loaded.

You are again urged for early approval of the six mobile radio units presently recommended by this office with "B" and "D" crystals and a base station.

GW/jc

Attach.

cc: Ed Hall

624.1099

FORM E-40 SOH 5-65 SP*6470-734

REGION 2 ENGINEER
RECEIVED
MAY 25 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1973

To: C. O. Fredrickson
Regional Engineer

Attn: G.W. Wimer
Regional Construction Engineer

SUBJECT: Report on 2-Way Radios or Mobile Telephones

Woodburn Inter. - Hayesville Inter. Project

From: E. J. Hall
Resident Engineer

by: Gary Ross
Gary Ross
Assistant Resident Engineer

In response to your request to investigate Mr. C.T. Keasey's request the radios on construction projects, please find enclosed a copy of a letter by Ed Hall, dated Febuary 26, 1973, that covers Mobile Phones.

As far as the use of winter assignment radios, the cost of transfering these eight (8) radios two times a year is as follows:

1 Man day to change a unit at $54.00 per day
8 Radios for 8 days, two times a year or a total of
16 man days = $864.00 per year.
For the three year project cost = $2,592.00

We also plan to use D channel which would require a crystal change each time = 1 man hour per radio at $6.00 per hour or $288.00 for the project.

The total cost of using seasonal radios above the permanent installation is: $2,880.00, less initial installation and final removal of 8 man days for $432.00 = $2,448.00.

The limitations of seasonal use is that any construction season may run from 1 April to 1 November and Maintenance said they would make radios available from May 15 to September 15. Three of the radios are for the Bridge crew and they could work all year. Since Ed Hall is the project engineer he should also have year around contact. That leaves four radios that could be seasonal.

It may be noted that by Ed Halls estimate on the cost of a radio for a three year period, we could buy three new radios for what this switching would cost.

TRANSMITTAL SLIP

DATE 5-22-73

BALDWIN	CONSTRUCTION	MAINTENANCE	SECRETARY
EDWARDS	COUNTY AND CITY	PARKS	SIGN SHOP
KLABOE	DATA PROCESSING	PERMITS	TRAFFIC
SHAW	DESIGN	PERSONNEL	TRAVEL
JOHNSON	EQUIP. SHOPS	PLANNING	FILES
HUNTER	FHWA	PROGRAMING	MAIL
SCHROEDER	LABORATORY	PUBLIC AFFAIRS	E. S. H. B.
ACCOUNTING	LEGAL	RADIO	REGION ☐
BRIDGE	LOCATION	RIGHT-OF-WAY	

ATTENTION: C. T. Keasey

FROM: H. S. COULTER

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☒ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Investigate possible alternative of mobile phones and attempt to find out what savings the radios have provided. Any possibility of using units from winter assignments?

OSHD E 100 (REV. 6-72)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1973

SUBJECT: Request for Radios
S. Tigard Interchge.-I-205 Section
Pacific Highway (I-5)

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

Attached is a request from Region Engineer L. W. Rulien for assignment of six mobile units and a base station unit to be assigned to Resident Engineer Maury Payne on the subject project which is currently advertised for letting June 7.

Although this section is considerably shorter than the other two sections on I-5 on which radios have either been assigned or are being considered, the traffic handling problems are increased, partly due to the greater traffic volume (38,000 ADT vs. 26,000 ADT) and the necessity for keeping all the interchanges open and in good condition throughout the life of the project.

I recommend that this request be approved.

CTK:fw
Enc.
cc L. W. Rulien

RECEIVED
MAY 21 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1973

To: H. S. Coulter
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Request for Radios
Woodburn-Hayesville Interchange

By a note dated May 15, 1973 you asked me to investigate the possible conflict in radio usage caused by the assignment of radios to engineering crews on the Woodburn-Hayesville Interchange construction project.

I have discussed the matter with F. T. Lacey, District Engineer, and Charlie Johnson, Chief Radio Engineer, and both individuals agree that although there will be additional radio usage involved, such usage will be for the most part limited to the summer season when maintenance usage is normally at a minimum.

It appears there is no reason to limit radio usage for engineering personnel as far as overloading the airways is concerned.

D. H. Moehring
Maintenance Engineer

DHM:mlp

RECEIVED
MAY 18 1973
Office of
Assistant State Highway Engineer

TRANSMITTAL SLIP

DATE 5-15-73

BALDWIN	CONSTRUCTION	(MAINTENANCE)	SECRETARY
EDWARDS	COUNTY AND CITY	PARKS	SIGN SHOP
KLABOE	DATA PROCESSING	PERMITS	TRAFFIC
SHAW	DESIGN	PERSONNEL	TRAVEL
JOHNSON	EQUIP. SHOPS	PLANNING	FILES
HUNTER	FHWA	PROGRAMING	MAIL
SCHROEDER	LABORATORY	PUBLIC AFFAIRS	E. S. H. B.
ACCOUNTING	LEGAL	RADIO	REGION ☐
BRIDGE	LOCATION	RIGHT-OF-WAY	

ATTENTION: D. H. Moehring

FROM: H. S. COULTER

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Would you do a little sleuthing to try to determine amount of conflict between this radio use and the normal maintenance use and what the prospects of add'l. conflict might be.

OBHD E 100 (REV. 6-72)

FORM 6.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE May 15, 1973

TO C. T. KEASEY
Construction Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Review of Radio Needs
S. Tigard Interchange - I-205 Section
Pacific Highway

ADT-38,100

In March you suggested that we bring up the matter of radios for our engineering personnel who will handle the subject project at a time closer to the need. This project has now been advertised and it is my understanding that two on-going projects in Region 2 have been allotted radios and that those radios have been beneficial. I am sure that if the warrants exist on these other jobs, that the same logic could be applied to this one.

We would very much appreciate an installation of a base station in the resident engineer's office, which incidentally is shared by both the grading and bridge residents, and we would also appreciate the allottment of six mobile units. Will you please review and advise.

LWR/cr
cc D. H. Moehring
Howard Harris
Maury Payne

Routing
Keasey
Bond
Jeckmond
Hardt
Johnson
Walker
Peace
Glenn
Berg

RECEIVED
MAY 16 1973
CONSTRUCTION SECTION

FORM E-35 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 11, 1973

SUBJECT: Request for Radios
Woodburn-Hayesville Interchange

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is a request from Region II for installation of seven mobile radio units and a base station for use on the Woodburn-Hayesville Interchange project.

The use of similar type units on the Hubbard Interchange-Woodburn Section has proved to be very helpful without undue interference with maintenance communications.

In the interests of safety and economy of operation, I would recommend that the units be installed as requested.

CTK:fw
Enc.
cc G. W. Wimer

RECEIVED
MAY 14 1973
Office of
Assistant State Highway Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 7, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Radio Communications
Woodburn Interchange
Hayesville

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Pease, Glenn, Berg

RECEIVED MAY 9 1973 CONSTRUCTION SECTION

On March 6, 1973 this office recommended five Mobile radios be assigned to the Woodburn Interchange-Hayesville Project. You concurred March 12th but subsequently withheld the final assignment pending review of the utilization on the Hubbard Interchange - Woodburn Project.

Attached is an April 24, 1973 report from Resident Engineer, James E. Chaney defining that utilization. Also attached is an April 23, 1973 letter from Resident Engineer, E. J. Hall's office stressing that need and requesting seven Mobile Units as well as one Base Station. Subsequently another Assistant Resident Engineer has been assigned to that project which would increase the overall needs to eight.

There are six very distinct reasons for this assignment:

1) LOST TIME - Time spent trying to contact another person on this lengthy project could quickly pay for this equipment.
2) SIGNING CORRECTION - A sign change is needed, it is needed immediately and to have this capability, we need the instant communications of mobile radios.
3) ACCIDENT ASSISTANCE - Whenever there is an accident we should be immediately prepared to assist and/or take defensive measures.
4) ACCIDENT INVESTIGATIONS - The earlier the investigation is commenced, the more complete and positive the information we will be able to report. The investigation would be second priority after providing assistance at the accident scene.
5) STAKING NEEDS - Even with all the preplanning that is going on this project, there will be day-to-day immediate needs that can only be handled through the chief party who should be within radio contact.

6) BETTER CONTROL OF CONTRACTOR - When a contractor has radio communications, as most all of them do nowadays, we will not be able to keep on top of his operations unless we have equal capabilities.

Radio Engineer, Charlie Johnson has five old 50 watt Mobiles reserved for this installation and thinks he can find a Base Station. He wants to complete this installation by June 15th before the new equipment comes in. He should be instructed to proceed.

He should also be instructed to convert both Mr. Chaney's and Mr. Hall's radio equipment to "B" and "D" capabilities. We would then have both crews utilize the "D" channel until they needed to contact Region or Maintenance personnel. The present Salem Base Station cannot be converted to the "D" channel. However, we are in the process of requesting 4-channel equipment for the Regional Office Mobile Radios. The new crystals will cost about $16.00 each and should be charged to the construction prefix. It will take about six weeks to order.

GWW/de

cc: E. J. Hall

FORM E-99

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

REGION 2 ENGINEER
RECEIVED
APR 25 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

DATE April 24, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM James E. Chaney
Resident Engineer
By Warren E. Mueller, Resident Bridge Engineer

SUBJECT Hubbard Interchange-Woodburn Interchange
Contract 7693
Mobile Radio Usage Since Their Installation

Mr. Wimer has asked for a review of the mobile radio usage since their installation.

Four mobile sets were installed with various usage. B-22, James Chaney, has been sick so his car has not had as good a record kept on it as some of the others. It was used by Bill Beal at various times and has been very valuable to us to have contact with our inspector, especially on the extensive breakup of the northbound traffic lanes and their patching operations. The mobile radios also made possible the immediate reporting of traffic accidents, which allowed for quick response by police and maintenance crews. The monetary value of these calls cannot be established. The quick response of the police and the subsequent traffic handling saved motorists many hours of delay. This alone is worth many times the cost of the installation of the radios.

Radio B-22, installed 3/20/73, was used 16 times to 4/12/73. Radio B-23, installed 3/29/73, was used 19 times to 4/12/73. Radio B-24, installed 3/21/73, was used 14 times to 4/12/73. Radio B-25, installed 3/22/73, was used 19 times to 4/12/73. The Base Station 211-KOG503 was installed 4/10/73 and was used 6 times to 4/12/73. This Base Station is old and makes considerable noise at times. Its range, due to the low mounting height of the antenna, is limited but is adequate for the job.

The value of the radio in being able to locate people is beyond estimation. Without the radio you can see a person going one direction while you are going the other. An attempt to catch this person or find them can and does lead to several hours of lost time per day.

In conclusion, I believe the radios in our construction vehicles have more than paid for the cost of their installation in time saved the public and in the prompt reporting of the accidents which occurred in the first 3 weeks.

The saving of our time in locating personnel cannot be estimated, but it is enormous. The use of the units has not been extensive and did not interfere with maintenance crews.

In the future, if the number of construction units should increase, I would recommend the addition of a separate channel with the provision for switching to the regular region channel. I would also recommend installing a mobile unit for a base station instead of a regular base station.

FORM S-99 9OH 3-68 SP*6470-734

REGION 2 ENGINEER
RECEIVED
APR 27 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April, 23, 1973

SUBJECT: Two way radios in cars

To: Mr. C. O. Fredrickson
Region Engineer
Region 2
Salem, Oregon

Attention Mr. Gerald Wimer, Region Construction Engineer,

A few months ago our office requested 2 way radios for some of our vehicles. At that time it was decided to place radios in the cars of Jim Chaney and his crew. Since that time these radios have been in use and in talking to them I find they can see the savings. The report of those savings as best as they could determine is included. Due to the time being as short as it was I'm sure there will be further savings as time goes by.

We are once more requesting 2 way radios for members of our crew. We would like to add some comments to this request in support of and in addition to our original request.

We have a man on our crew who has the responsibility of investigating all accidents on our job. He also has inspection of temporary protective and direction measures for traffic, which is a major item in our contract. When this man is on the job a radio would provide a way of contacting him to move him to an accident as close to the time of occurrence as possible. We feel its a must that this man has a radio.

In talking to Warren Mueller, it seems that the radios have been a help to the supervisors but there was a need for at least one more, for the Chief of survey parties. In the brief time that our job has been underway it is obvious that to find a man on a freeway project 13.3 miles long with 3 exits and many back roads is at times a half to a day effort. At this point we are'nt underway so the delay is'nt costing us, however soon that type of delay may come to be dollars. These two extra radios could be used by other persons as well, when the need comes up.

We feel that a base unit is needed in our office. This would let the office contact the field as well as vice versa. We don't think a base station as large as Jim Chaney's would be needed if a smaller one would allow contact. This unit would also let us police the traffic on the air, so that no one on the crew would use the unit indiscriminatly.

Our total request would consist of the following: 7 radios

1 Ed Hall
2 Ed Payton
3 Gary Ross
4 Ron Busey
5 Jim Valentine
6 Chief of parties
7 Accident Investigator

We would appreciate consideration of this request at your earliest convenience.

Ed Hall
Resident Enigneer

Gary L Ross

By Gary Ross
Ass't Resident Enigneer.

FM E-90X—90M—1-68 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1973

SUBJECT: Report on Mobile Telephones

To: Mr. C.O. Fredrickson
Regional Engineer
EAST SALEMHWY BUILDING

Att: G. W. Wimer
Reg. Const. Engineer

Pursuant to your request, I checked into the use of mobile telephones as an alternate to the use of mobile radios in some of our vehicles on the Woodburn Inter.-Hayesville project.

Salem area has 2 channel mobile telephones, generally covering the area from Albany to Wilsonville. Due to the present load on the system, approximately 143 mobile phones, they recommend installation of 2 channels. Costs are as follows:

Installation	= $85.00
Monthly rental, 1 channel	= 38.00
" , 2 channel	= 41.00
Horn relay, monthly rental (Car horn sounds when called)	= 0.90

Monthly rental rate includes 30 minutes of calling time, however; each call placed from the mobile is charged a full three minutes even if time is less, so the first ten - three minute calls are included in the rent. All additional calls within the 20 mile coverage are $0.30 each. Calls placed from an office phone to the mobile also are charged $0.30. Minimum rental time is one month and parts of months are pro-rated.

Main advantages - mobile to mobile contact plus regular phone service in 20 mile area from Salem.

Disadvantage - crowded channels.

An additional item available is a "Bellboy", a transistor call radio about the size of a king size package of cigarettes. This unit is assigned a seven digit phone number which anyone can call by dialing the number, at which time a recording will answer and say, "the bellboy will ring as soon as you hang up". When the buzzer sounds on the bellboy, the person carrying it then calls his office to see who is calling. This requires, of course, that the person calling the bellboy also call the number as assigned to the bellboy and leave his number for the return call. Monthly rental on these are $19.50 per month.

Advantages - low rental rate and no installation costs.

Disadvantages - very limited service, no contact between units on the job.

Report on Mobile Telephones

I would estimate that a 2 channel mobile phone would probably average at least two calls per day for a monthly rental rate of $56.00. Based on a three year project this would be an installation and rental cost of about $2,000.

According to Radio Engineer Charles Johnson, a new solid state mobil costs about $582 with an estimated life of 15 years and a yearly maintenance cost of about $75.00 Thus a mobile radio in a three year project would have a cost of about $800 and have a remaining life of 10 years or more.

E. J. Hall
Resident Engineer

7937

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

DATE: JUNE 14, 1973

In reply refer to: 10-35-EC

SUBJECT: OREGON PROJECT I-5-5(60)290
SOUTH TIGARD INTERCHANGE-EAST PORTLAND FREEWAY SECTION
WASHINGTON AND CLACKAMAS COUNTIES

FROM : G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO :

MR. G. M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

ACCOMMODATION OF THE GAS MAIN CROSSING AT STATION 65 + 80, WHICH IS ITS PRESENT LOCATION, IS APPROVED AS REQUESTED IN MR. CARTWRIGHT'S JUNE 8 LETTER.

RECEIVED
STATE HWY ENGR
JUN 15 '73
REFER TO
FOR
Info | Prelim | R/D | D/R | Sign | Adj | File

Only - 6-15-73 Blue-Utility Unit

CCN 16
I-5 E.
X 1.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 8, 1973
Salem, OR 97310

To: G. L. Green
Division Engineer

Federal Highway Administration

SUBJECT: Accommodation of Gas Main Crossing
Northwest Natural Gas Company
S. Tigard Int.-E. Portland Fwy. Sec.
Pacific Highway (I-5)
Washington & Clackamas Counties
Project No. I-5-5(60)290

Attached is a copy of a letter from R. H. Rumbolz, Regional Utility Engineer, regarding a Northwest Natural Gas Company gas main crossing at Station 65+80 on the subject project. Most of the crossing is contained in a conduit. The line makes a jog within the right of way at the easterly end of the conduit and proceeds on easterly into SE Southwood Drive. A portion of Sheet 3 showing the crossing is attached.

As Mr. Rumbolz states, the gas main is not in conflict with our construction requirements. An extension of the conduit and adjustment of the gas main would be extremely difficult, as set forth in Mr. Rumbolz' letter. We concur with Mr. Rumbolz' recommendations that the gas main be allowed to remain in its present location without the extension of the conduit.

Your approval of the conduit accommodation of this existing facility in its present location is requested.

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Attach.

cc: H. S. Coulter
John Hagemann w/att.
L. W. Rulien
Maurice Payne
R. H. Rumbolz

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

BP 82475-734

#7937

Salem, Oregon
May 31, 1973

Railroad agreements 2P

Mr. J. B. Boyd
Right of Way Engineer

Attention: James Chidsey

5-29-73

Attached are two copies each of the following agreements which need dating and signing by the Railroad Company:

RAILROAD COMPANIES
FILE No. 754

1) Agreement with Southern Pacific Transportation Company whereby an easement granted to the State on March 12, 1964, is quitclaimed and a new easement is established for a grade crossing on the Crescent Lake Highway in Klamath County.

2) Agreement with Southern Pacific Transportation Company granting the State permission to enter on their property for the purpose of construction of a new undercrossing of railroad tracks and payments to the Railroad for relocation of tracks and Railroad protection on the Tigard Interchange-East Portland Freeway Section of Pacific Highway.

3) Agreement with Southern Pacific Transportation Company granting the State permission to enter on Railroad property to construct a new overcrossing of tracks and Railroad protection on the Tigard Interchange-East Portland Freeway Section of the Pacific Highway in Washington County.

(4) Easement indenture with Southern Pacific Transportation Company granting the State an easement for reconstruction of the Cook Overcrossing across Railroad property on Tigard Interchange-East Portland Freeway Section of Pacific Highway in Washington County.

We have retained a xerox copy of each agreement until a fully executed copy is returned for the Commission's files.

C. W. Head, Secretary

fkm
Atts.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 14, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
JOHN R. OAKES

J. B. Boyd
Right of Way Engineer

AGENDA
2p

Easement Indenture
Cook Overcrossing of Southern Pacific
Transportation Company
Tigard Interchange - East Portland Freeway Section
Pacific Highway [I-5], Washington County
Federal Project I-5-5[59]290

At the meeting on May 29 I shall ask your approval of an easement indenture with the Southern Pacific Transportation Company granting the State an easement for reconstruction of the Cook Overcrossing across Southern Pacific property on the subject project.

This easement supplements existing easements given to the State by Southern Pacific Transportation Company on May 27, 1952 and is granted at no cost to the State.

Your favorable consideration is recommended.

j
cc George M. Baldwin
C. W. Head /w/ atts.
F. B. Klaboe
Gary Sund

(A)
2 COPIES TO BE SIGNED
By Commission

7737

Salem, Oregon
May 31, 1973

2 N

Railroad agreements

Mr. J. B. Boyd
Right of Way Engineer

Attention: James Chidsey

5-29-73

Attached are two copies each of the following agreements which need dating and signing by the Railroad Company:

RAILROAD COMPANIES
FILE No. 390

1) Agreement with Southern Pacific Transportation Company whereby an easement granted to the State on March 12, 1964, is quitclaimed and a new easement is established for a grade crossing on the Crescent Lake Highway in Klamath County.

2) Agreement with Southern Pacific Transportation Company granting the State permission to enter on their property for the purpose of construction of a new undercrossing of railroad tracks and payments to the Railroad for relocation of tracks and Railroad protection on the Tigard Interchange-East Portland Freeway Section of Pacific Highway.

3) Agreement with Southern Pacific Transportation Company granting the State permission to enter on Railroad property to construct a new overcrossing of tracks and Railroad protection on the Tigard Interchange-East Portland Freeway Section of the Pacific Highway in Washington County.

4) Easement indenture with Southern Pacific Transportation Company granting the State an easement for reconstruction of the Cook Overcrossing across Railroad property on Tigard Interchange-East Portland Freeway Section of Pacific Highway in Washington County.

We have retained a xerox copy of each agreement until a fully executed copy is returned for the Commission's files.

C. W. Head, Secretary

flm
Atts.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 14, 1973

Oregon State Highway Commission

J. B. Boyd
Right of Way Engineer

AGENDA
2N

Construction Agreement
Tualatin Undercrossing of Southern Pacific
Transportation Company
Tigard Interchange - East Portland Freeway Section
Pacific Highway [I-5], Washington County
Federal Project I-5-5[59]290

At the meeting on May 29 I shall ask your approval of a construction agreement between the State of Oregon and Southern Pacific Transportation Company which grants the State permission to enter on Southern Pacific property for the purpose of construction of a new undercrossing of the Southern Pacific tracks on the subject project.

This construction agreement covers the construction of the new undercrossing structure, the removal of the existing undercrossing structure, and the relocation of 315 feet of spur track serving Northwest Natural Gas. The railroad will do the necessary work to construct or rearrange railroad facilities serving Conrad Veneer Co.

The estimated cost of this work to the State will be $72,180, 92 percent of which is eligible for Federal participation. These costs include the necessary track work and the relocation of track facilities, signal and communication relocations, flagging, preliminary engineering, engineering inspector and his expenses, and incidental costs of this work. Under the terms of the agreement, the Highway Division will require the contractor on this project to furnish railroad protective insurance.

A)
2 COPIES TO BE SIGNED
By Commission

cc: George M. Baldwin — F. B. Klaboe
C. W. Head /w/ atts. — Gary Sund

#7937

Salem, Oregon
May 31, 1973

20

Railroad agreements

Mr. J. B. Boyd
Right of Way Engineer

5-29-73

Attention: James Chidsey

Attached are two copies each of the following agreements which need dating and signing by the Railroad Company:

RAILROAD COMPANIES
FILE No. 754

1) Agreement with Southern Pacific Transportation Company whereby an easement granted to the State on March 12, 1964, is quitclaimed and a new easement is established for a grade crossing on the Crescent Lake Highway in Klamath County.

2) Agreement with Southern Pacific Transportation Company granting the State permission to enter on their property for the purpose of construction of a new undercrossing of railroad tracks and payments to the Railroad for relocation of tracks and Railroad protection on the Tigard Interchange-East Portland Freeway Section of Pacific Highway.

(3) Agreement with Southern Pacific Transportation Company granting the State permission to enter on Railroad property to construct a new overcrossing of tracks and Railroad protection on the Tigard Interchange-East Portland Freeway Section of the Pacific Highway in Washington County.

4) Easement indenture with Southern Pacific Transportation Company granting the State an easement for reconstruction of the Cook Overcrossing across Railroad property on Tigard Interchange-East Portland Freeway Section of Pacific Highway in Washington County.

We have retained a xerox copy of each agreement until a fully executed copy is returned for the Commission's files.

C. W. Head, Secretary

flm
Atts.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 14, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
JOHN R. OAKES

J. B. Boyd
Right of Way Engineer

DRAFT

20

2 Clerks per agreement

Construction Agreement
Cook Overcrossing of Southern Pacific Transportation Company
Tigard Interchange - East Portland Freeway Section
Pacific Highway [I-5], Washington County
Federal Project I-5-5[59]290

Presented for your consideration at the May 29 meeting will be a construction agreement between the State and the Southern Pacific Transportation Company granting the State permission to enter on Southern Pacific property to construct a new overcrossing of tracks on the subject project.

This agreement covers removal of the existing overcrossing structure, construction of the new overcrossing structure, installation and retirement of drainage and water supply facilities on Southern Pacific property, relocation of the switch for an industrial spur track, temporary underground placement of overhead communication lines and restoration of same to an overhead situation after construction has been completed, along with necessary preliminary engineering, engineering inspection, and flagging required by construction in the area.

(A)
2 COPIES TO BE SIGNED
By Commission

An easement for encroachment upon the Southern Pacific right of way will be covered by an additional agreement.

The estimated cost of this work to the State will be $70,575. The Federal Highway Administration will participate in 92 percent of this amount. Under the terms of this agreement, the Highway Division will require the contractor on the project to furnish railroad protective insurance.

j
cc George M. Baldwin
C. W. Head /w/ atts.
F. B. Klaboe
Gary Sund

7937

5

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 29, 1973

TO Mr. L. W. Rulien
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Tualatin River Bridge, I-5
Bridge No. 2376A
Coast Guard Permit No. 31-73

Enclosed is a copy of the Coast Guard bridge permit issued for the subject project. This permit includes approval of minimum falsework dimensions.

The contractor requires additional channel restriction for a proposed falsework system. A request to the Coast Guard for additional falsework will be required. The contractor's requirements should be submitted to this office for forwarding to the Coast Guard. Approval of a separate falsework permit requires approximately three to four weeks.

RWE:dh
Enclosure

cc E. S. Hunter
L. H. Young
C. G. Swenson
J. J. Gix /w/ copy of permit
Maurice Payne /w/ copy of permit
Howard Harris /w/ copy of permit

NOTED
E. S. HUNTER

RECEIVED
MAY 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7927

May 25, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Your letter of May 2 requested consideration involving certain signing revisions on the South Tigard Interchange-East Portland Freeway Interchange project. Our Traffic Engineer, Mr. George, has reviewed the signing revisions suggested in your letter with representatives of your office. Certain of the changes we are in agreement with; others we are not.

Based on the fact that the entire signing project conforms in every respect to the requirements of the National Manual on Uniform Traffic Control Devices, we are of the sincere opinion that the request to eliminate all sign bridges and revise the signs mounted thereon to multi-cantilevered structures is not appropriate. We, therefore, intend to maintain the sign structures as shown on the plans and the signs thereon with the exception that we will eliminate all "pull-through" type of signs, as outlined in your Item #1. Signs 2, 17, 39, 46, 88 and 97 will be eliminated.

We do not agree to the removal of the sign structure at Station 190+00 and a relocation of sign 47.

The relocation of the interchange sequence signs mentioned in your Item #3 would not be appropriate since we intend to retain the sign bridges. Item #4 requests consideration for removal of the destination "West Linn" from Sign #90. Based on previous commitments to the City of West Linn, we do not feel that it is appropriate to remove this destination.

As requested in Item #5, we are agreeable to using reduced size route shields on the interchange sequence signs in lieu of the legend for route Interstate 205. This will be done on interchange sequence signs 22, 38, 51, 79 and 94.

The general design of our ramp terminal signs for many years has been based on the fact that the route shields are mounted below the signs on individual supports. This permits a much more legible destination sign, and at the same time provides the driver with the necessary information from the route shields. We do prefer to maintain our present design.

Item #7 requests that road or street names be removed from destination signs. This practice has been used on all of our contract signing plans in the past and we feel that it is appropriate to continue doing so. Occasionally it is necessary to add a street name below the main destination sign, but it is our opinion that this does not result in an efficient signing process.

Item #8 suggests the elimination of one sign on the structure and combining the legends into one sign. We are agreeable to this change. We will also install the message "Next Left" instead of the down arrow on sign #64.

In signing to the Portland Community College, the request was made that we use the designation on Sign #1 of "Sylvania" since there is more than one Portland Community College complex within the city limits.

We are agreeable to the suggestions made in Items 10 and 11, namely the inclusion of the destination at the ramp terminals such that exiting traffic would see directional signs that would guide them through the complete interchange complex. Also, we will add the "One-Way" signs as necessary at all ramp terminals.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
Walt Hart
L. W. Rullen
C. G. Swenson

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 2, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

RECEIVED STATE HWY ENGR
MAY 3 '73
REFER TO
FOR
Info
File

SUBJECT: Oregon Project I-5-5(60)290
S. Tigard Interchange-E. Portland Freeway Int.
PS&E Review of Roadway Signing

In order to improve sign effectiveness, appearance, and to enhance safety on this section of freeway, the following signing revisions which were discussed in detail with L. E. George on May 2 should be made:

1. Reduce the amount of legend a driver must read and comprehend at or near gore areas by eliminating the "pull-through" type signs (Signs 2, 17, 39, 46, 80, 89, and 97) and moving the advance signing for the next interchange (Signs 3, 18, 40, 47, 81, 90, and 98) ahead or back on line as appropriate and place them on either existing crossread structure or on cantilever sign structures. This would then leave only the exit direction sign mounted on a cantilever structure in the vicinity of the gore area and eliminate the need for the sign bridges. No.

2. Change the cantilever sign structure at Station 190+00 to a sign bridge and mount both signs 53 (advance signing for I-205) and 47 (advance signing for the Tualatin Interchange) over appropriate traffic lanes. No

3. Relocate the interchange sequence signs (Signs 22, 38, 51, 79, and 94) ahead out of the merge areas. Consideration should be given to mounting the sequence signing for both directions of travel back to back on one support located in the median. No

4. Remove the legend "West Linn" from sign 90. This would effectively reduce the sign height to the point where it could then be mounted on the Nyberg Road Structure. If adequate space is available West Linn could be added as a supplemental guide sign in advance of the I-205 interchange. No.

5. Use reduced size route shields and the legend "JCT" on interchange sequence signs 22, 38, 51, 79, and 94. OK

NOTED
A. E. JOHNSON
MAY 1973
TRAFFIC ENGINEERING

570-23
Bud
Let memo and drawing
EBH

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

6. Incorporate the route shields and cardinal direction markers into the sign panels for the crossroad signing instead of mounting them below the sign on the supports. No

7. Remove or separate all road and street names from the crossroad destination signing. No

8. Change the down arrow on Sign 64 to the message "Next Left" and combine the destinations on Signs 65 and 66 onto one sign with the down arrows eliminated.

9. Remove the legend "(Sylvania)" from Sign 1. No

10. Hold the destinations Lake Oswego to Sign 61, Oregon City to Sign 102 and Tualatin to Sign 109. OK

11. Add the required (IM 21-9-71) "one-way" signs as necessary at all ramp terminals. OK

In addition to the above it is recommended that consideration be given to providing more positive crossroad signing, particularly at the Lower Boones Ferry Road Interchange. This could be accomplished by providing overhead illuminated signing. Comments 6, 7, 10, and 11 pertain to possible changes which are considered to be examples of positive crossroad signing for minor type interchanges.

RECEIVED
MAY 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I-5

Salem, Oregon
May 24, 1973

Mr. J. E. Chidsey
R.R. & Utility Engineer
BUILDING

46011 - S.P. Trans. Co.
S. Tigard Int. - E. P'tld. Freeway
Pacific Highway
Washington County

We have reviewed the material submitted by the Railroad by letter of May 17 in regard to description discrepancies for the proposed easements across their Tualatin Branch.

We find that we had erred in the designation of the bearings for the "(tangent to said curve at last mentioned point bears ----------)". The bearings which we had quoted were the long chord bearings which we are in the habit of using for our standard R/W descriptions. All other material was correct within allowable limits.

The descriptions have now been corrected and copies will be sent to you from the R/W Section.

J. H. Versteeg
Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

May 17, 1973

Your File: Tualatin U'xing of SPTC
Tigard Int.-E. Portland Fwy.
Pacific Highway (I-5)
Washington County
Fed Project No. I-5-5(5)290

IN REPLY PLEASE REFER TO
911788/323
0-0-68-8

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

1 Versteeg
A. Olson
Terpin
2 Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 23 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dear Sir:

This is in reference to your letter of May 8, 1973, your file as noted above, concerning the descriptions covering proposed easement areas for highway purposes near Tualatin, Oregon.

We have reviewed the descriptions further and agree that the same lengths and bearings should be used along the abutting sides of the existing easement. Projecting this logic further and taking into consideration that the railroad right of way lines are simple and concentric curves, then the radial line bearing to the termini of these side lines should also have the same bearing as those in the existing easement. In other words, while your descriptions have the same lengths and bearings in the sides, its termini do not have the same radial bearings.

In view of this, we have recalculated the two parcels based upon the same width as proposed by you, as well as information (including bearing of radial line) contained in the existing easement and find the same central angles and side line distances as contained in your descriptions.

RECEIVED
MAY 21 1973
UTILITY UNIT

cc: J H Versteeg · Attn: Floyd Scott w/cc attach

Yours truly,
J. E. CHIDSEY

Noting these facts, we incorporated into your descriptions the same radial line bearings as determined in the existing easement and found that your descriptions closed mathematically within reason. Incidentally, in reference to your comment indicating no substantial discrepancies, our printout sheet indicates a departure error of 2 and 1 feet and latitude errors of 0.4 and 0.978 feet. For your information and further review, we have attached the following computer printout sheets:

1. Traverse of State's descriptions.

2. Traverse of existing easement.

3. Traverse of State's descriptions, using revised radial line.

4. Southern Pacific calculations of central angles and side lines.

Would appreciate your further comments on this matter.

Yours very truly,

A. M. Williamson

Attachments

LOT 2 State's Data (1)
LOT
TRACT LS LOT 2

1	N 26°24'19"W		2814.320	2521.158N	1251.788W	.000N	.000E
S CURVE	1°33'57"		2814.820	81.920	81.917	2521.158N	1251.788W
2	S 28°03'15"E		2814.320	2484.928S	1323.827E	40.513	15.735
3	S 15°49'15"W		134.360	129.751S	36.767W	37.070N	72.039E
4	N 24°38'24"W		2914.820	2649.412N	1215.234W	92.681S	35.272E
A CURVE	1°33'01"		2914.320	78.868	78.865	2556.731N	1179.961W
5	S 23°05'23"E		2914.320	2581.319S	1143.111E	39.436	14.020
6	N 15°49'15"E		131.580	126.596N	35.873E	124.589S	36.850W
						2.007N	.978W

AREA 8065.475 SQ FT .185 AC.

18-

LOT 159 State's Data
LOT
TRACT LS LOT 159

1	S 15°49'15"W		61.110	58.795S	16.660W	.000N	.000E
2	N 18°10'59"W		2914.320	2766.876N	916.828W	58.795S	16.660W
A CURVE	1°11'15"		2914.820	60.412	60.411	2708.081N	933.488W
3	S 17°08'44"E		2914.320	2795.282S	859.289E	30.207	6.296
4	N 15°49'15"E		120.960	116.378N	32.977E	77.201S	74.199W
5	N 19°43'41"W		2914.320	2749.605N	950.166W	39.176N	41.222W
S CURVE	1°15'04"		2914.820	61.464	61.463	2688.732N	991.332W
6	S 20°58'45"E		2914.320	2628.227S	1007.786E	30.733	6.868
7	S 15°49'15"W		61.650	59.315S	16.809W	60.554N	16.404E
						1.240N	.404W

AREA 6118.881 SQ FT .140 AC.

21.846
60.923

(3)

STATE'S DESCRIPTION USING RADIAL FROM EXISTING EASEMET

TRACT LSS LOT 96

					.000N	.000E
1	S 15°49'15"W	61.120	58.805S	16.663W	58.805S	16.663W
2	N 19°55'47"W	2914.320	2757.178N	945.591W	2693.374N	962.255W
A CURVE	1°11'15"	2914.320	60.412	60.411	30.207	6.296
3	S 17°44'32"E	2914.320	2776.133S	888.243E	77.809S	74.007W
4	N 15°49'15"E	120.960	116.378N	32.977E	38.569N	41.039W
5	N 19°06'11"W	2814.820	2659.813N	921.201W	2693.331N	962.231W
S CURVE	1°15'04"	2814.820	61.464	61.463	30.733	6.868
6	S 20°21'15"E	2814.820	2630.064S	979.057E	59.317N	16.826E
7	S 15°49'15"W	61.650	59.315S	16.803W	.002N	.018E

AREA 6092.300 SQ FT .140 AC.

LOT 63 61.65
LOT 6 61.12
LOT 122.77

TRACT 951 LOT 6

					.000N	.000E
1	N 25°34'43"W	2814.820	2538.950N	1215.296W	2538.950N	1215.296W
S CURVE	1°38'57"	2814.820	81.020	81.017	40.513	15.735
2	S 27°13'40"E	2814.820	2502.923S	1287.862E	36.027N	72.566E
3	S 15°49'15"W	134.860	129.751S	36.767W	93.724S	35.799E
4	N 25°25'06"W	2914.820	2632.660N	1251.111W	2538.935N	1215.312W
A CURVE	1°33'01"	2914.820	78.868	78.865	39.436	14.020
5	S 23°52'05"E	2914.820	2665.544S	1179.429E	126.608S	35.883W
6	N 15°49'15"E	131.580	126.596N	35.873E	.013S	.010W

AREA 7991.526 SQ FT .183 AC.

(2)

AREA OF EXISTING EASEMENT (DA 23407)

LOT 63
LOT
TRACT CS LOT 63

					.000N	.000E
1	N 20°21'15"W	2814.820	2639.064N	979.057W	2639.064N	979.057W
S CURVE	5°13'28"	2814.820	256.666	256.577	128.422	500.362
2	S 25°34'43"E	2814.820	2538.950S	1215.296E	100.114N	236.239E
3	S 15°49'15"W	131.580	126.596S	35.873W	26.482S	200.366E
4	N 23°52'05"W	2914.820	2665.544N	1179.429W	2639.062N	979.062W
A CURVE	4°56'13"	2914.820	251.229	251.151	125.692	453.138
5	S 19°55'47"E	2914.820	2757.178S	945.591E	118.116S	33.471W
6	N 15°49'15"E	122.770	118.119N	33.471E	.003N	.000W

AREA 25387.337 SQ FT .583 AC.

4

18-55-47
17 44 31
1-11-16 calc.

LOT 9
LOT
TRACT LS LOT 9

						.000N	.000E
1	S 20°21'15"E	2814.820	2639.064S	979.057E	2639.064S	979.057E
2	S 15°49'15"W	122.770	118.119S	33.471W	2757.183S	945.586E
3	N 74°10'45"W	50.000	13.632N	48.106W	2743.552S	897.480E
4	S 15°49'15"W	33.021	32.636S	9.248W	2776.188S	888.232E
5	N 17°44'31"W	2914.820	2776.188N	888.232W	.000N	.000W

AREA 189193.185 SQ FT 4.343 AC.

17

20-21-15
19 06 12
1-15 03 calc.

TRACT LS LOT
TRACT LS LOT 9

						.000N	.000E
1	S 20°21'15"E	2814.820	2639.064S	979.057E	2639.064S	979.057E
2	S 15°49'15"W	122.770	118.119S	33.471W	2757.183S	945.586E
3	N 74°10'45"W	50.000	13.632N	48.106W	2743.552S	897.480E
LONG							
N	15°49'15"E	4792.846	4524.607N	1282.137E	1781.145N	2179.617E
S	50°44'42"W	2814.820	1781.145S	2179.618W	.000S	.000W
SHORT							
4	N 15°49'15"E	87.049	83.743N	23.730E	2659.809S	921.210E
5	N 19°06'12"W	2314.820	2659.809N	921.210W	.000N	.000W

AREA 91731.482 SQ FT 2.106 AC.

87.04
33.92
120.96

LOT 9A
LOT
TRACT LS LOT 9A

61.65
61.31
122.96

						.000N	.000E
1	S 15°49'15"W	122.770	118.119S	33.471W	118.119S	33.471W
2	N 19°55'47"W	2914.820	2757.173N	945.591W	2639.059N	979.062W
A CURVE		1°11'16"	2914.820	60.436	60.425	30.214	6.295
3	S 17°44'31"E	2914.820	2776.187S	888.234E	137.128S	90.829W
4	N 15°49'15"E	120.960	116.373N	32.977E	29.759S	57.852W
5	N 19°06'12"W	2314.820	2659.809N	921.214W	2639.057N	979.065W
S CURVE		1°15'03"	2814.820	61.451	61.450	30.727	6.868
6	S 20°21'15"E	2814.820	2639.064S	979.057E	.007S	.008W

AREA 6902.930 SQ FT .149 AC.

(4)

25-25-06
2352 05
1-33-01

27-13 41
25-34-43
1-38-58 calc

LOT 9
LOT
TRACT LS LOT 9

					.000N	.000E
1	S 23°52'05"E	2914.320	2665.544S	1179.429E	2665.544S	1179.429E
2	N 15°49'15"E	131.580	126.596N	35.873E	2538.948S	1215.302E
3	S 74°10'45"E	60.000	16.358S	57.727E	2555.306S	1273.029E
LONG						
N 15°49'15"E		4168.433	4019.528N	1136.440E	1455.222N	2409.469E
S 58°52'11"W		2814.820	1455.222S	2409.469W	.000N	.000E
SHORT						
4	N 15°49'15"E	54.452	52.389N	14.845E	2502.917S	1287.874E
5	N 27°13'41"W	2814.320	2502.917N	1287.374W	.000S	.000E

AREA 238122.035 SQ FT 5.467 AC.

TRACT LS LOT 9

					.000N	.000E
1	S 23°52'05"E	2914.320	2665.544S	1179.429E	2665.544S	1179.429E
2	N 15°49'15"E	131.580	126.596N	35.873E	2538.948S	1215.302E
3	S 74°10'45"E	60.000	16.358S	57.727E	2555.306S	1273.029E
4	S 15°49'15"W	30.400	77.355S	21.920W	2632.661S	1251.109E
5	N 25°25'06"W	2914.320	2632.661N	1251.109W	.000S	.000E

AREA 108565.711 SQ FT 2.492 AC.

LOT 456

80.4a
54.45
134.85

LOT 59
LOT 65
LOT 6
LOT
TRACT 987 LOT 6

					.000N	.000E
1	S 15°49'15"W	131.580	126.596S	35.873W	126.596S	35.873W
2	N 23°52'05"W	2914.320	2665.544N	1179.429W	2538.948N	1215.302W
A CURVE	1°33'01"	2914.820	78.868	78.865	39.436	14.020
3	S 25°25'06"E	2914.320	2632.660S	1251.111E	93.712S	35.810E
4	N 15°49'15"E	134.850	129.742N	36.764E	36.030N	72.574E
5	N 27°13'41"W	2914.820	2502.917N	1287.974W	2538.947N	1215.309W
S CURVE	1°38'58"	2814.820	81.034	81.031	40.520	15.735
6	S 25°34'43"E	2814.820	2538.950S	1215.296E	.003S	.004W

AREA 7991.331 SQ FT .183 AC.

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
June 7 Bid Letting

Bids will be taken June 7 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. **South Tigard Intchge-East Portland Fwy Intchge Section**
Pacific Hwy, Washington and Clackamas Counties
Grade, Pave, Structure and Sign Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

2. **Marquam Br-SW Spring Garden St Section**
Pacific Hwy, Multnomah County
Headlight Anti-glare Screening

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. **NE 122nd Ave Intchge Section**
Columbia River Hwy, Multnomah County
Landscaping Project

Same as No. 2.

4. Airport Rd-Belt Line Rd Section
Pacific [illegible] West, Lane County
Grade and Pave Project

I would cite paragraphs 2(b) and 2(c) of ORS Chapter 376 as being reasonable justification for eliminating the necessity for a footpath/bicycle facility in the project. The cost would be disproportionate to need or probable use as other parallel and more desirable routes are available.

5. Pleasant Valley-Green Timber Road Section
Oregon Coast Hwy, Tillamook County
Grade and Pave Project

6. An 8-foot-wide, fully separated bikeway will be provided throughout the length of this project.

6. Arcadia Beach State Wayside, Clatsop County
Day-use Improvement Project

Same as No. 2.

7. White Bridge Section
Powers Hwy, Coos County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

The primary purpose of this project is to correct a one-quarter-mile section of critical and hazardous alignment.

8. Fern Rock Cr-S. Fork Gales Cr Section
Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 2.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. W. Wolfe
Gary Sund

JDM:jp dpy

7937

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 18, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Tualatin River Bridge
I-5
Br. 2376A
Coast Guard Permit

Mr. Robert Pillsbury of the local Federal Highway Administration office called today and informed me he has received a teletype from their Washington, D.C. office stating that the Coast Guard office there has issued a permit for the subject project.

The permit will be forwarded through the Coast Guard Seattle office.

RWE/ag

cc E. S. Hunter
L. H. Young
C. G. Swenson
L. W. Rulien
T. G. Thompson

NOTED
E. S. HUNTER

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FNF 8-2 I-5

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

May 17, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

1 Versteeg ✓
A. Olson
Terpin 1
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 18 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To: ____
Drive C: ____/____
Other: ____

cc's sent
5-18-73:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
L. W. Rulien(2)

Attention: Mr. J. H. Versteeg

Dear Sir:

The Game Commission has completed its review of revised plans for South Tigard Interchange-East Portland Interchange Section of Pacific Highway. Our primary concerns are operations in the Tualatin River. We have provided protective stipulations to the Division of State Lands on your fill/removal permit application RP 1097 to assure that these operations will be compatible with fish and wildlife.

If we may be of any further assistance, please call us.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc Victor Wolfe, Locations Engineer
Fish Commission of Oregon

4-9-73

County Wash.

River Tualatin

of Applicant Oregon St. Hwy. Dept

State Permit No. 1097 Corps of Engineers PN. No. _____

(✓) new ( ) renewal

1. The Department of Environmental Quality
   ( ) a. has issued Waste Discharge Permit No. _____ for this project.
   ( ) b. will require a Waste Discharge Permit for this project.

2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free flowing stream and~~ prevent any turbidity increase (✓) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

3. (✓) a. The river shall not be diverted from its present channel.
   ( ) b. At the project's completion, the stream shall be
   ( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (✓) ✓ GRASS ✓ SHRUBS ___ TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

6. No ( ) DIKE CONSTRUCTION (✓) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Sept. 15 - June 15 without prior written approval from the Division of State Lands.

) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(✓) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER (✓) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

( ) 10. _____

( ) 11. _____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Game

INT
8-2

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

April 13, 1973

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 16 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

cc's sent
4-16-73:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. F. Putnam (2)
L. W. Rulien (2)

Attention Mr. Frank Hall

Dear Sir:

This is in partial answer to your recent letter which accompanied plans of several projects.

One of these - Ruggles Road-Liberty Road Section, FAS 669 - presents no problem to wildlife or habitat. This project is approved.

The other plans were sent to the field and we will send a report as soon as an investigation has been completed.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

7957

TOM McCALL
Ggovernor

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

REFERRED TO
Hwy. Engr.
BY SECRETARY

May 16, 1973

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Att: Aids to Navigation Branch

Ref: PN 73-N-03(Tualatin River-Bridges),
dated February 21, 1973

Dear Sir:

I approve the project subject to the conditions of Material Removal/Fill Permit No. 1097. Conditions of the permit have been set down and the permit will be issued when the contractor is chosen.

On March 26, 1973 the Department of Environmental Quality certified there was reasonable assurance that the above subject project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

TM/ia

cc: State Water Resources Board
Oregon State Highway Division
Division of State Lands
Department of Environmental Quality

RECEIVED
STATE HWY ENGR
MAY 22 '73
REFER TO
FOR
Info | Trans | R/D | D/R | Sign | Act | File

COPY

cy to Wolfe
5-22

7937

FORM E-33

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 16, 1973

TO MEMORANDUM TO THE FILES

FROM C. G. Swenson, Specifications Engineer

SUBJECT Meeting of May 14, 1973,
Relative to PCC Pavement

NOTED
A. E. JOHNSON

On May 14, 1973, a meeting was held in Scott Coulter's office relative to changes in design and specifications for PCC pavement with the following in attendance.

A. E. Johnson
E. S. Hunter
H. S. Coulter
Hal Versteeg
C. T. Keasey
John Walker
C. G. Swenson

This meeting was held to discuss changes to be made in specifications and design in an effort to eliminate some of the problems showing up at and in the vicinity of construction and expansion joints. At the meeting it was decided that we would do the following:

1. Specify the use of a self-supported working platform at construction joints. This platform to be a minimum of four feet wide, supported on its own legs and so constructed and used that it would not touch or rest on any reinforcing. (The main purpose of this platform is to prevent the disturbing of reinforcing steel in green concrete.)

2. Specify one to two sacks of extra cement to be added to concrete used in construction of approximately 50 feet of pavement on the night side of a construction joint and approximately 100 feet of the pavement on the morning side of the construction joint. The exact amount of extra cement to be determined by the engineer.

RECEIVED
STATE HWY ENGR
MAY 16 73
REFER TO
FOR
Info | Invest | R/D | C/R | Sign | Act | File

3. Specify that the contractor shall have on the project a mechanical vibrator of a type and design approved by the engineer, and this vibrator shall be used in the consolidation of concrete at least six feet on each side of construction and expansion joints.

4. Add a 15 foot long #5 tie bar on every third longitudinal rebar at construction joints with one end of the bar not less than 5 feet from the construction joint.

5. Change the expansion joint design from our current design to a design using a wide flange structural beam as shown in the "Highway Research Board Bulletin No. 16 - Continuously Reinforced Concrete Pavement".

6. Revise Standard Drawing No. 2070A to delete extra bars at splices and revise note relative to longitudinal joint tie bars.

7. Permit the deletion of transverse rebars and permit placement of longitudinal rebars through tubes on paving machine.

All of the above changes to be included in addendum letter of the So. Tigard-I-205 Project.

CGS:jh
cc: A. E. Johnson
E. S. Hunter
H. S. Coulter
Hal Versteeg
C. T. Keasey
John Walker
L. H. Young

7937

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

5-11-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(60)290

STATE PROJECT NO.: SOUTH TIGARD INTERCHANGE–EAST PORTLAND FREEWAY

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-738

COUNTY NAME: WASHINGTON & CLACKAMAS

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
Hewitt
FOR

Sale	Moves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
MAY 1, 1973	MAY 1, 1973	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE #1

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $41,000; SLIDE CORRECTION $10,000; PERMANENT PAVEMENT STRIPING $3,000; STAGE CONSTRUCTION STRIPING $20,000; TEMPORARY EROSION CONTROL $10,000; ON THE JOB TRAINING $12,000; RAILROAD PROTECTIVE SERVICES $76,000 AND PILE LOAD TEST FOR BRIDGE 2258A IN AMOUNT OF $5,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $41,000; SLIDE CORRECTION $10,000; PERMANENT PAVEMENT STRIPING $3,000; STAGE CONSTRUCTION STRIPING $20,000; TEMPORARY EROSION CONTROL $10,000; ON THE JOB TRAINING $12,000; RAILROAD PROTECTIVE SERVICES $76,000; PILE LOAD TEST FOR BRIDGE 2258A $5,000

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 30, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

5-15-73 Copies to young Hall

U.S. COAST GUARD CLEARANCE FOR THE TUALATIN RIVER BRIDGE MUST BE OBTAINED PRIOR TO REQUEST FOR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-11-73	Glenn V. Casey	for DIVISION ENGINEER

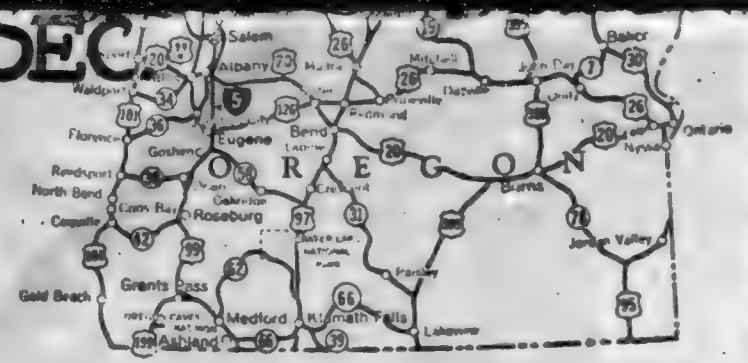
FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

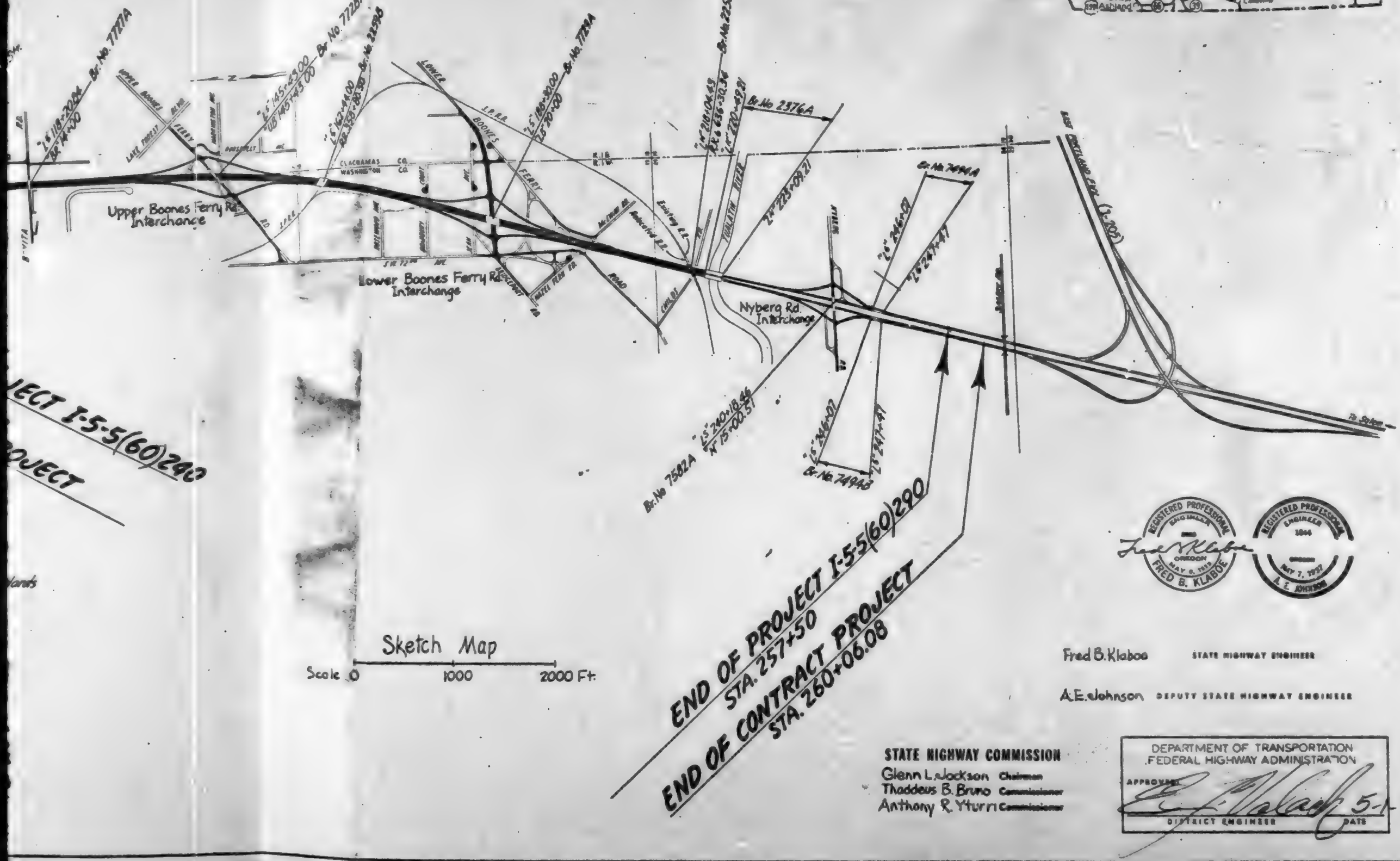
INTCHGE. EAST PORTLAND FWY. INTCHGE. SEC.

PACIFIC HIGHWAY

WASHINGTON & CLACKAMAS COUNTIES

JUNE, 1973





Sketch Map

Scale 0 1000 2000 Ft.

...ECT I-5-5(60)240

...OJECT

...lands

Fred B. Klaboe STATE HIGHWAY ENGINEER

A.E. Johnson DEPUTY STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 6, 1959 — FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER — 1844 — OREGON — JULY 7, 1972 — A. E. JOHNSON

STATE HIGHWAY COMMISSION

Glenn L. Jackson Chairman
Thaddeus B. Bruno Commissioner
Anthony R. Yturri Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____ 5-1-73

DISTRICT ENGINEER DATE

STATE COPY

Overall Length of Project 3.74 Miles

SHEET No. 1				
ST. HIGARD INTCHGE.-EAST PORTLAND FWY. INTCHGE SEC. PACIFIC HIGHWAY WASHINGTON & CLACKAMAS COUNTIES				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON	I-5-5(60)290		

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

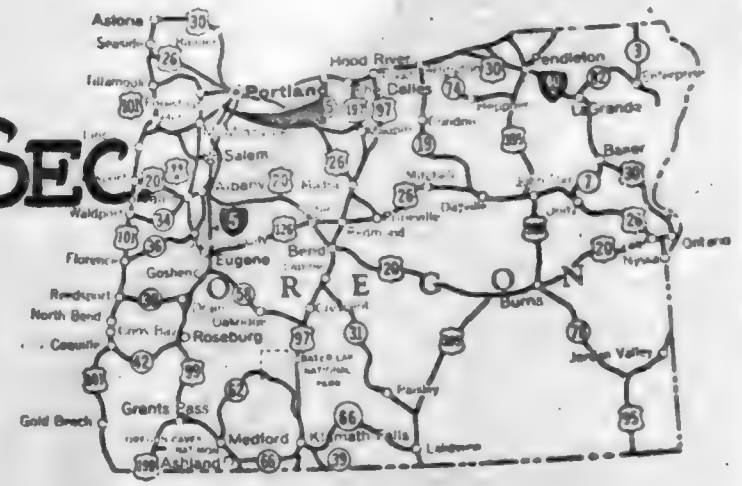
ADING, PAVING, STRUCTURE, SIGNING & ILLUMINATION

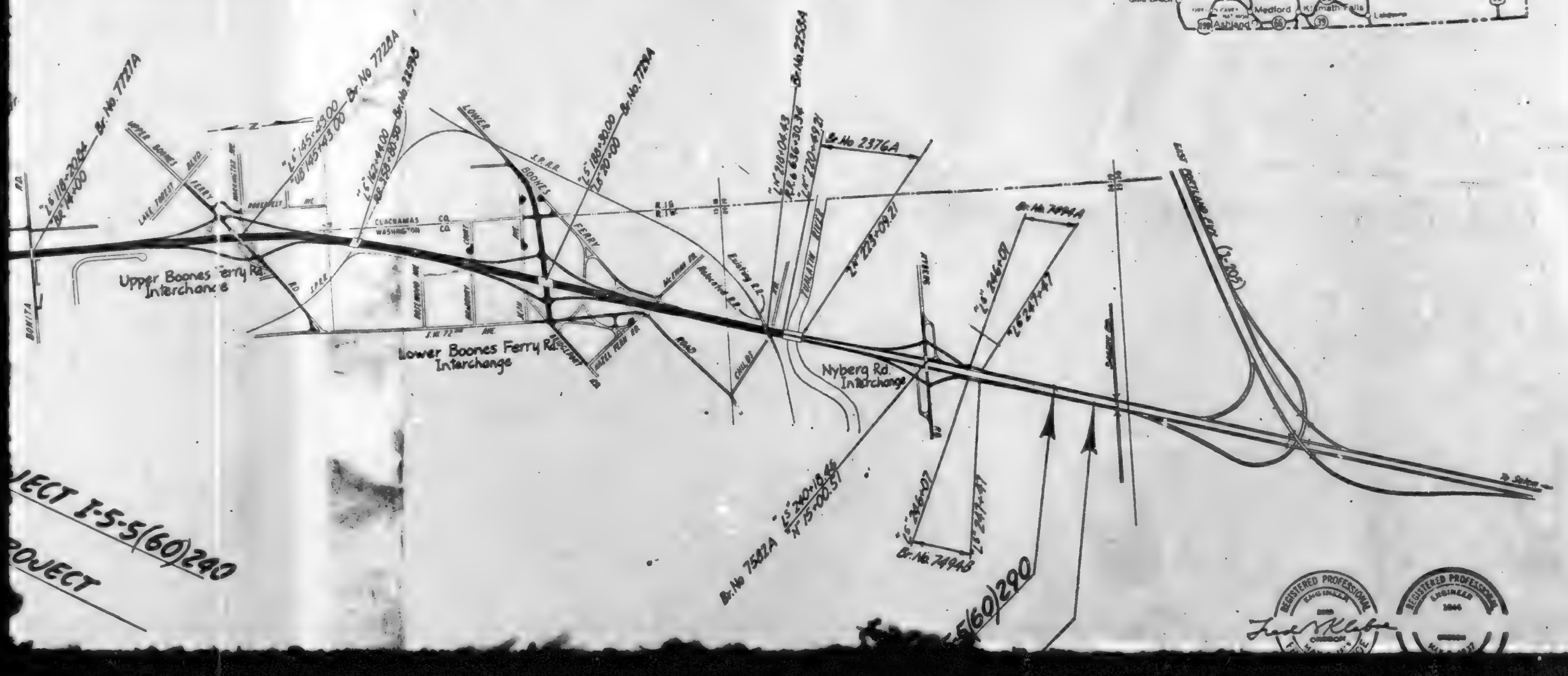
D INTCHGE.-EAST PORTLAND FWY. INTCHGE. SEC.

PACIFIC HIGHWAY

WASHINGTON & CLACKAMAS COUNTIES

JUNE, 1973





PROJECT I-5-5(60)290

REGISTERED PROFESSIONAL ENGINEER — OREGON

REGISTERED PROFESSIONAL ENGINEER — WASHINGTON

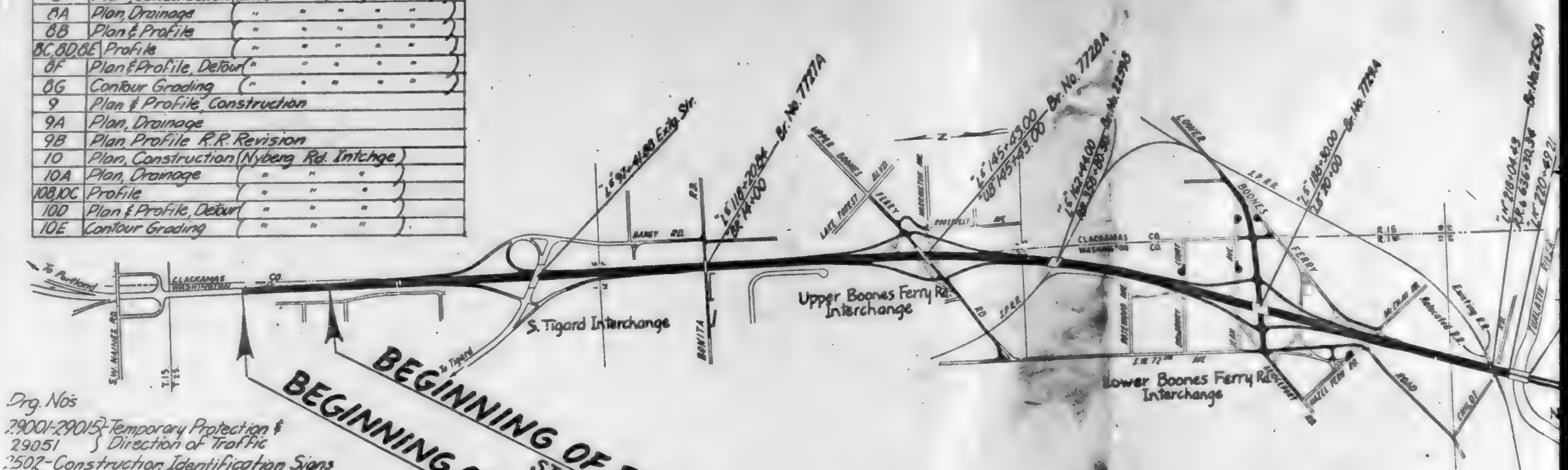
4	Plan, Drainage	" " "
4B	Profile	" " "
5	Plan & Profile Construction	
5A	Plan, Drainage	
5B	Profile	
6	Plan, Construction	(Upper Boones Ferry Rd. Intchge)
6A	Plan, Drainage	" " " " " "
6B,6C,6D	Profile	" " " " " "
6E	Contour Grading	" " " " " "
7	Plan & Profile, Construction	
7A	Plan, Drainage	
8	Plan, Construction	(Lower Boones Ferry Rd. Intchge)
8A	Plan, Drainage	" " " " " "
8B	Plan & Profile	" " " " " "
8C,8D,8E	Profile	" " " " " "
8F	Plan & Profile, Detour	" " " " " "
8G	Contour Grading	" " " " " "
9	Plan & Profile, Construction	
9A	Plan, Drainage	
9B	Plan Profile R.R. Revision	
10	Plan, Construction	(Nyberg Rd. Intchge)
10A	Plan, Drainage	" " "
10B,10C	Profile	" " "
10D	Plan & Profile, Detour	" " "
10E	Contour Grading	" " "

S. TIGARD INTCHGE.-EAST PORTLAND FWY

PACIFIC HIGHWAY

WASHINGTON & CLACKAMAS COUNTIES

JUNE, 1973



BEGINNING OF PROJECT I-5-5(60)240
STA. 67+50

BEGINNING OF CONTRACT PROJECT
STA. 60+00

Sketch Map

Scale 0 1000 2000 Ft.

END OF ST

END OF

Drg. Nos

29001-29015, 29051 } Temporary Protection & Direction of Traffic
2502 - Construction Identification Signs
2092-2093 - Ramp Details
2115 - R.R Grade Crossing
2122 - Slope Rounding
2070, 2070A - Concrete Pavement
9795, 17292 - Concrete Box Culverts
2091, 2091A - C.M.P. Details
2112, 2121 - Culvert Sloped Ends
2050, 2050A - Misc. Structures
2105 - Concrete Inlets
2126, 2126A, 2126B, 23257 } Guard Rail, & Barrier
2085, 2117 - Fence
2077 - Curbs & Driveways
2127 - Concrete Barrier
2123 - Paved Cut End Slope
2051 - Misc. Structures
2106 - Guide Posts
28837 - Br Index Sheet
23193-28198 Incl. - Br. No. 7727A
28827-28833 Incl. - Br. No. 7728B
28838-28847 Incl. - Br. No. 2259B
28848-28853 Incl. & 28983 - Br. No. 7729A
27117-27124 Incl. - Br. No. 2258A
26687-26695 Incl. - Br. No. 2376A
28854-28860 Incl. - Br. No. 7582A
28861-28865 Incl. - Br. No. 7494A & 7494B
28917 - Detour Structures 7729A & 7582A
28922, 20012 - Retaining Walls
28796, 28834, 15927, 22960, 23773, 27090, 27155, 27214, 22970, 24524, 26047 } Bridge Standards

28958-28979 Incl. - Signing
S-1-S-10 Incl., S-12, S-13, 22478, 24979, 28255, 2121, 21353-21356 Incl., 23047-23049 Incl., 23836 } Signing Standards
29016-29030 - Illumination
28230, B-546 - Illumination Standards

STATE COPY

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURE, SIGNING & ILLUMI

S. TIGARD INTCHGE.-EAST PORTLAND FWY.

PACIFIC HIGHWAY

WASHINGTON & CLACKAMAS COUNTIES

JUNE, 1973

INDEX OF SHEETS

SHEET NO	DESCRIPTION
1	Title Sheet
2,2A,2B,2C,2D,2E	Typical Sections
2F,2F-1,2G,2G-1,2G-1a,2G-2,2G-3,2G-4	Details
2H,2J,2K,2L,2M,2N,2NH,2P	Stage Construction
2Q,2R,2S,2T	Pipe Data
2U,2V,2W	Summary
3	Plan & Profile
4	Plan & Profile, Construction (S. Tigard Intchge)
4A	Plan, Drainage " "
4B	Profile " "
5	Plan & Profile Construction
5A	Plan, Drainage
5B	Profile
6	Plan, Construction (Upper Boones Ferry Rd. Intchge)
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6B,6C,6D	Profile " " " " "
6E	Contour Grading " " " " "
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7A	Plan, Drainage
8	Plan, Construction (Lower Boones Ferry Rd. Intchge)
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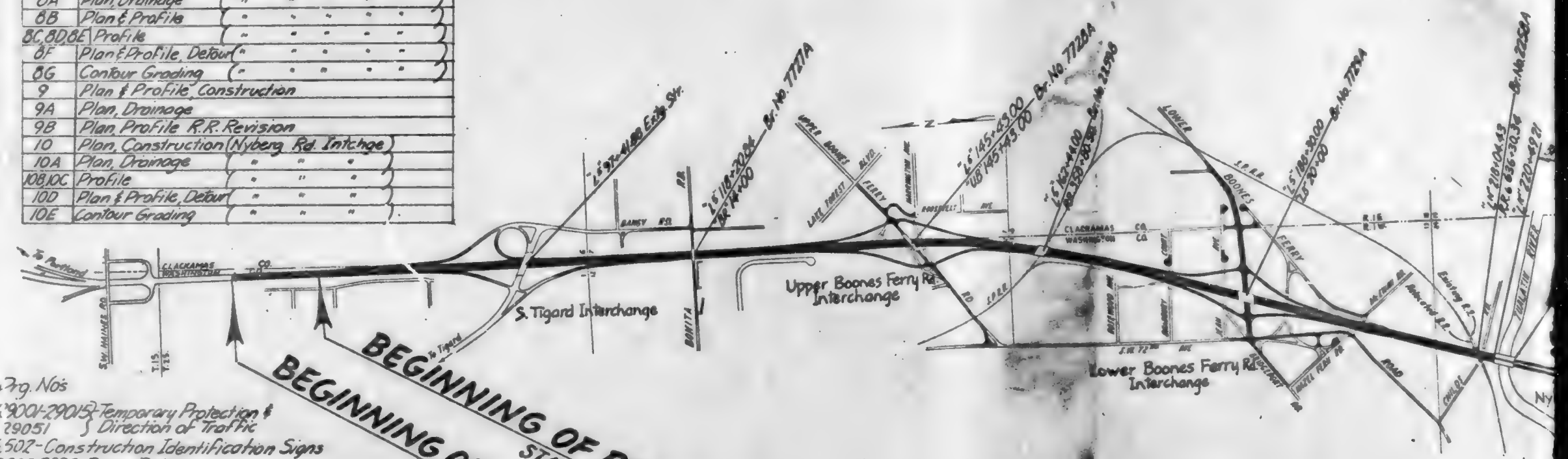

Prg. Nos

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2105 - Concrete Inlets
2126, 2126A, 2126B, 25257 } Guard Rail & Barrier
2085, 2117 - Fence
2077 - Curbs & Driveways
2177 - Concrete Barrier
2123 - Paved Ditch End Slope

28958-28979 Incl. - Signing
S-1-S-10 Incl., S-12, S-13
24978, 24979, 28[illegible] } Signing St[illegible]

7937

Form FHWA-121 (1-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 11, 1973

In reply refer to: 10-35-FA

FROM for G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(60)290
S. Tigard Int.-E. Portland Freeway Section
Cook Overcrossing Agreement - SP Railroad

The proposed agreement with the Southern Pacific Transportation Company including the Easement Indenture for the Cook Overcrossing on the subject project has been reviewed as submitted with Mr. Chidsey's May 9 letter and is considered satisfactory.

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Fisn | Act | File

Orig - R/w (utility)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
U. S. COULTER

May 9, 1973
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Construction Agreement
Tualatin U'xing of SPTC
Tigard Int.-E. Portland Fwy. Sec.
Pacific Highway (I-5)
Washington County
Fed. Project No. I-5-3(59)290

Attached are two copies of a construction agreement between the State Highway Division and the Southern Pacific Transportation Company, granting the State permission to enter on Southern Pacific property for the purpose of constructing a new undercrossing of the Southern Pacific tracks on the subject project.

This agreement sets forth the conditions for the construction of the new undercrossing structure, but does not provide the permanent easements for encroachment upon Southern Pacific's rights of way. This easement indenture will be supplied to the State at a later date for execution by the Commission. The project can be built under the terms of the construction agreement without the easement indenture being exectued at this time.

This construction agreement covers the construction of the new undercrossing structure, the removal of the existing undercrossing structure, and the relocation of 315 feet of spur track serving Northwest Natural Gas. The Railroad will do the necessary work to construct or rearrange Railroad facilities serving Conrad Veneer Co. The estimated cost of this work to the State will be $72,180. These costs will be eligible for Federal participation of 92% of the actual cost to the State. These costs include the necessary track work and the relocatinn of track facilities, signal and communication relocations, flagging, preliminary engineering, engineering inspector and his expenses, and incidental costs of this work. Under the terms of this agreement, the Highway Division will require the contractor on this project to furnish Railroad Protective Insurance.

Please place this on the Right of Way Agenda for the Commission Meeting of May 29, 1973.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Att.

cc: H. S. Coulter w/duplicate counterparts for approval
Jack Sollis

RECEIVED
MAY 10 1973
Office of
Assistant State Highway Engineer

5-11-73: appvd. agmts to utilities

7937

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-11-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(60)290

STATE PROJECT NO.
SOUTH TIGARD INTERCHANGE-
EAST PORTLAND FREEWAY

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
WASHINGTON & CLACKAMAS

ITEM NO.
I-733

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Orig - Plan Utility

RECEIVED STATE HWY ENGR
MAY 14 73
REFER TO FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1	SEE BELOW	INTERSTATE ROUTE I-5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BY THE HIGHWAY COMMISSION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) RAILROAD ADJUSTMENT WORK
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SUBMITTED WITH MR. CHIDSEY'S MAY 9, 1973 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH TWO COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-11-73	for Howard C. Crosby	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7937

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 9, 1973

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

Construction Agreements
State-Southern Pacific

Dear Sir:

Upon reviewing the construction agreement received today covering the reconstruction of Cook Overcrossing (No. FD-748.7A) in Clackamas County, Oregon, I note that in the last paragraph of Section 5 regarding books, records, papers and accounts of the parties, etc., reference is made that, "they shall be open for inspection by authorized representatives of the parties and the Bureau of Public Roads".

In all future agreements, use the new name of the Bureau of Public Roads, which is now known as the Federal Highway Administration. This will eliminate possible amendments to the construction agreements as you prepare them.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - Portland

bc: G. L. Green, FHWA
H. S. Coulter
L. H. Young
Jack Sollis
J. B. Boyd
W. J. Hart

RECEIVED
MAY 9 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 7, 1973

TO Victor D. Wolfe, Location Engineer
Attention: James McClure

FROM J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT
Footpaths and Bicycle Trails for
So. Tigard Intchg.-East Portland Freeway Intchg.
Pacific Highway
Washington and Clackamas Counties

The following items are chargeable to footpaths and bicycle trails on the above-named project.

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	AMOUNT
20.	Asphalt Concrete Mixture	Ton	240	6.00	$1,440
22.	Asphalt Cement in Mixture	Ton	15	33.00	495
61.	Concrete Curbs	Cu.Yds.	35	55.00	1,925
63.	Extra for Asphalt Walks	Sq.Yd.	1,100	3.25	3,575
110.	Furnish HP 10x42 Steel Piling	Lin.Ft.	290	5.00	1,450
111.	Drive Steel Piles	Each	3	150.00	450
112.	Splice Steel Piles	Each	1	45.00	45
114.	Class "A" Concrete	Cu.Yd.	24	100.00	2,400
115.	Class "AA" Concrete	Cu.Yd.	33	130.00	4,290
116.	Reinforcement	Lb.	10,500	0.16	1,680
117.	Prestressing Steel	Lb.	2,600	0.50	1,300
119.	Preparation of Slopes	Sq.Yd.	30	4.00	120
120.	Concrete Slope Paving	Sq.Yd.	30	10.00	300
122.	Reinf. Conc. Bridge End Panel	Sq.Yd.	18	25.00	450
				TOTAL	$19,920.00

Width 8'
Length 1,750'
Total of all contract items: $12,075,469.50
0.17% of contract in footpaths and bicycle trails.

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
MAY 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7737

Form FHWA-121 (1
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 4, 1973

In reply refer to: 10-35-FA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
South Tigard Int.-E. Portland Freeway Sec. R/W
City-State Agreement and State-CH_2M Agreement

The agreements between the City of Tualatin and the State and the State and the engineering firm of Cornell, Howland, Hayes, and Merryfield are hereby formally approved. These agreements were approved as to form on January 5, 1973, and are needed to provide for the restoration of sewer service to the remainder of Right of Way Files 46044 and 46045.

Approval is also given to extending the limiting amount for the CH_2M agreement to $25,000 as requested in Mr. Preston's April 24 letter.

RECEIVED
STATE HWY ENGR
MAY 8 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig-
5-8-73

R/W

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7937

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 2, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

RECEIVED STATE HWY ENGR
MAY 3 '73
REFER TO
FOR
Info
File

SUBJECT: Oregon Project I-5-5(60)290
S. Tigard Interchange-E. Portland Freeway Int.
PS&E Review of Roadway Signing

In order to improve sign effectiveness, appearance, and to enhance safety on this section of freeway, the following signing revisions which were discussed in detail with L. E. George on May 2 should be made:

1. Reduce the amount of legend a driver must read and comprehend at or near gore areas by eliminating the "pull-through" type signs (Signs 2, 17, 39, 46, 80, 89, and 97) and moving the advance signing for the next interchange (Signs 3, 18, 40, 47, 81, 90, and 98) ahead or back on line as appropriate and place them on either existing crossroad structure or on cantilever sign structures. This would then leave only the exit direction sign mounted on a cantilever structure in the vicinity of the gore area and eliminate the need for the sign bridges.

2. Change the cantilever sign structure at Station 190+00 to a sign bridge and mount both signs 53 (advance signing for I-205) and 47 (advance signing for the Tualatin Interchange) over appropriate traffic lanes.

3. Relocate the interchange sequence signs (Signs 22, 38, 51, 79, and 94) ahead out of the merge areas. Consideration should be given to mounting the sequence signing for both directions of travel back to back on one support located in the median.

4. Remove the legend "West Linn" from sign 90. This would effectively reduce the sign height to the point where it could then be mounted on the Nyberg Road Structure. If adequate space is available West Linn could be added as a supplemental guide sign in advance of the I-205 interchange.

5. Use reduced size route shields and the legend "JCT" on interchange sequence signs 22, 38, 51, 79, and 94.

5-10-73 Bud - Ltr. review and discuss EBK

NOTED
A. E. JOHNSON

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-844

5-11-73
original to Bud George

6. Incorporate the route shields and cardinal direction markers into the sign panels for the crossroad signing instead of mounting them below the sign on the supports.

7. Remove or separate all road and street names from the crossroad destination signing.

8. Change the down arrow on Sign 64 to the message "Next Left" and combine the destinations on Signs 65 and 66 onto one sign with the down arrows eliminated.

9. Remove the legend "(Sylvania)" from Sign 1.

10. Hold the destinations Lake Oswego to Sign 61, Oregon City to Sign 102 and Tualatin to Sign 109.

11. Add the required (IM 21-9-71) "one-way" signs as necessary at all ramp terminals.

In addition to the above it is recommended that consideration be given to providing more positive crossroad signing, particularly at the Lower Boones Ferry Road Interchange. This could be accomplished by providing overhead illuminated signing. Comments 6, 7, 10, and 11 pertain to possible changes which are considered to be examples of positive crossroad signing for minor type interchanges.

RECEIVED
MAY 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7937

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 30, 1973

In reply refer to: 10-35-EC/
430.2
X Ref: I-5-5(60)290

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Experimental Item
Category II
High Mast Illumination Lowering Device

Use of high mast illumination lowering devices on an experimental basis under Category II of PPM 20-6.3 is approved for use on Oregon Project I-5-5(60)290 South Tigard Interchange-East Portland Freeway Section as requested in Mr. Wallace's April 27, 1973 letter.

The work plan for evaluation of this experimental item is approved.

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Info | Init | Sig | Dir | Sign | Act | File

Hunter - Bouette
Cy young
Veatch
Hart

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

RECEIVED
MAY 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 27, 1973

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT South Tigard Intch.-East Portland Fwy. Sec.
Pacific Hwy.
Washington and Clackamas Counties
Br. 16037
Illumination Lowering Device

It is requested that the high mast illumination lowering devices on the above project be classed as experimental.

Attached are two prints of Drawing 29028 and a "Work Plan" for the lowering unit. This should satisfy the requirements of Category 2 experimental projects, as required by PPM 20-6.3.

With the reluctance and high cost involved in getting maintenance personnel to climb or ride maintenance cars to the heights involved in high mast lighting, it is desirable to find a reliable lowering device that will bring the luminaires down to the maintenance man. In addition, areas where it is not feasible to get a service car to or where the public has access to the pole and steps, cables and cabinets should be eliminated.

RMD/ag

Attachs.
cc A. E. Johnson
L. H. Young
V. E. Skoog
E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
MAY 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 26, 1973

TO Memorandum to the Files

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT So. Tigard Intch.
Pacific Highway
Tualatin River Bridge
Br. 2376A
Construction

Today I discussed with Mr. Lincoln Pearson, River Basins Specialist for the Oregon State Fish Commission, the restriction on work in the free flowing stream for the subject structure as indicated in their letter of April 10, 1973. That restriction stated "Confine work in the free flowing stream,such as cofferdams, et cetera, to June 1 - September 1".

I explained that our receipt of bids will be May 24, 1973, award of contract will be approximately the middle of June, and start of work by the contractor after obtaining material will be approximately August 1. This will leave the contractor one month during which to construct cofferdams for pier construction, and this is an impossible situation.

I requested that the time limit for cofferdam construction be extended to November 1. Mr. Pearson indicated that the fall salmon run would be well under way by November 1. However, due to the lack of stream turbidity caused by installation of cofferdams, he agreed that the time limit for such work shall be extended to November 1, thus Restriction No. 1 in the Fish Commission's letter of April 10, 1973 is effectively changed to read as follows: Confine work in the free flowing stream to June 1 - September 1 except that cofferdam construction may be done during the period June 1 - November 1.

RWE/ag
cc Mr. Burton Carnegie, Fish Commission
Mr. Lincoln Pearson, " "
Mr. E. S. Hunter
Mr. Don Byard
Mr. L. W. Rulien
Mr. L. H. Young
Mr. W. Tebeau
Mr. C. G. Swenson
Mr. F. Terpin

NOTED
E. S. HUNTER

RECEIVED
APR 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7937

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

April 25, 1973

Mr. Lon Topaz
Assistant Commissioner of Rail,
Air and Marine
200 Public Service Building
Salem, Oregon 97310

NOTED
E. S. COULTER

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission for the authority, pursuant to ORS 763.030 to Alter a crossing of Upper Boones Ferry Road with the tracks of Southern Pacific Transportation Company, Durham, Washington County, Oregon.

Dear Mr. Topaz:

Enclosed is an original and 7 copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Washington County, one copy for service upon Durham, Oregon, and two copies are for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
A. E. JOHNSON

Jack L. Sollis
Assistant Attorney General
Trial Division

NOTED
E. S. HUNTER

JLS:gb
Enclosures

cc: F. B. Klaboe
L. W. Rulien
C. T. Keasey
James E. Chidsey

RECEIVED
MAY 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 26 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

PUC Docket No. _____

Crossing No. FD-749.00

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

Formal Title:

In the matter of the application of The State of Oregon, by and through its State Highway Commission

for the authority, pursuant to ORS 763.030 (763.020/763.030) to

Alter (construct/alter) a crossing of Upper Boones Ferry Road (street or highway name and/or number)

with the tracks of Southern Pacific Transportation Company (name of railroad)

(in/near) Durham (name of city, town or nearest railroad station),

Washington County (name of county), Oregon.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

1. Name of Applicant: Oregon State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030

3. Location of proposed project:

   City or Town 1/2 mile south of Tigard

   Nearest railroad station Durham

   County Washington. The proposed project

   is in the SE 1/4 of the SE 1/4 of Section 12, Township

   2 S, Range 1 W, Willamette Meridian.

4. This project involves a public highway (to be) known as _____
   (name and/or

   Upper Boones Ferry Road
   number of street or highway)

5. This project involves the tracks of the Southern Pacific Transportation Co.
   (name of railroad)

   Tillamook Branch at railroad milepost 749.00.
   (name of branch or main line)

6. Is it possible or practical to construct the street or highway above or

   below grade? No
   (yes/no)

   If no, why not? It is not economically feasible to construct an

   overcrossing at this time.

   (If yes, use application form SS-3/73)

7. List the proper parties of interest:

A. Washington County

B. Southern Pacific Transportation Company

C. _____

D. _____

E. _____

F. _____

8. What is (~~to be~~) the average daily traffic volume on the highway?

A. Upon completion of project 6,000 (1972) (number of vehicles)

B. Expected within ~~five~~ seventeen years after completion 8,600 (1990) (number of vehicles)

If this is to be a new crossing, explain how the estimate was made and the growth in traffic expected over the next five years.

N/A

9. Observed (or anticipated) average vehicle speed over the crossing 25 mph

10. What is (~~to be~~) the average number of train movements over the crossing per day? Passenger - - - ; Freight 6 ; Switch 0

11. What is the maximum allowable train speed over the crossing? _____

Typical train speed: Passenger - - ; Freight 30 mph; Switch 0

Slowest normal train speed: 25 mph

12. The proposed street or highway will approach the crossing on the Descending (ascending or descending) grade of 9.0 % from the Northeast (direction), and on Ascending (ascending or descending) grade of 4.58 % from the Southwest (direction).

13. Describe the general nature and intent of the project. The six-laning of I-5 requires the rebuilding of Upper Boones Ferry Road Interchange. This crossing which is 900 ft. southwest of the Freeway is part of the reconstruction of Upper Boones Ferry Road Interchange.

14. Is the construction contemplated necessary for the service, accommodation and convenience of the public? Yes If yes, why? To provide a more safe highway for the traveling public.

15. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? Yes

B. A point on the highway 400 feet from the intersection? Yes

16. Will vision of signal devices (including crossbucks) to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing?

Yes. If yes, please explain by what and at what points it is (to be) obstructed: The intersection of Upper Boones Ferry Road and SW 72nd Avenue will cause a visual obstruction.

17. List type(s) of protection to be installed:

A. Protection type Flashing lights with gates

1. Who will perfrom the installation? Southern Pacific Transportation Company

2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

3. Who will perform the maintenance? Southern Pacific Transportation Company

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	100%

B. Protection type N/A

1. Who will perform the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	

C. Protection type N/A

1. Who will perform the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	

18. Who will construct the crossing?

A. Southern Pacific Transportation Company

B.

19. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

20. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof

Southern Pacific Transportation Company

B. Remainder of crossing area Washington County

21. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof

Southern Pacific Transportation Company

B. Remainder of crossing area Washington County

22. Other items of construction and cost distribution:

None

23. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached sheet for details, Map # 9B-10-10)

24. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

WD-748.70-A Salem Freeway I-5 Overcrossing

FD-749.20 Bonita, SW 72nd Ave. Flashing lights & Gates

25. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

All existing crossings are necessary for the traveling public.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 5th day of April, 1973.

(A E Johnson)
(Applicant)

Jules S. Sulesis
(Attorney)

I, A. E. JOHNSON, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

(A E Johnson)

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 5th day of April, 1973.

Mary L Sulesis
(Notary Public for Oregon)

My Commission Expires: 12-14-76

I hereby certify that this is a true copy of the application on file herein.

(Assistant Attorney General and Counsel)

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

April 24, 1973
Salem, OR 97310

To: V. V. Cusack
Acting Division Engineer

Federal Highway Administration

SUBJECT:
1

CH_2M-State Agreement
City of Tualatin Sanitary
Sewer Line
S. Tigard Int.-E. Portland Fwy. Sec.
Pacific Highway
Washington County
Project No. I-5-5(23)286
R/W Files: 46044 and 46045

MISC. CONTRACTS and AGREEMENTS No. 4692

Paragraph Five of subject agreement provides, among other things, that the total payment to CH_2M for engineering services on this project will not exceed $23,000 without prior discussion and approval by the State.

The concept of the work to be performed by the Consultant has changed since the original estimate was prepared. Originally, the plan to replace the septic tank drain fields for the trailer parks on this project was divided into two projects, (1) to construct the sewer line from the trailer parks to the City of Tualatin sanitary sewer manhole, and (2) another project for the adjustment of the sewer facilities within the trailer park. CH_2M's estimate of engineering costs of $23,000 was based on the work for the first project only. Later, as the Consultant prepared their study, it became obvious that it was in the public interest to combine all the work into one contract. This increased the estimated cost of the construction work from $75,000 to $100,000. It also required considerable more engineering work to determine the most economical and practical method of adjusting the sanitary sewer facilities within the trailer parks.

This additional work, plus approximately $500 more for soil investigations than originally anticipated, has increased the total estimated cost for all engineering services to be performed by CH_2M to $25,000.

Under the circumstances, as detailed above, we feel this is reasonable and recommend your approval of increasing the ceiling for engineering work from $23,000 to $25,000 on subject agreement.

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: H. S. Coulter
R. N. Chase
V. L. Gallagher

RECEIVED
APR 25 1973
Office of
Assistant State Highway Engineer

K

Con 16
I-5, E
1 Jyd - Ept

April 23, 1973

Cornell, Howland, Hayes & Merryfield, Inc.
1600 S. W. 4th Avenue
Portland, Oregon 97201

Attention: Joseph E. Worth

MISC. CONTRACTS and AGREEMENTS No. 47092

Gentlemen:

Attached for your records is a fully executed copy of an agreement for engineering services to provide for sanitary sewer service to two trailer parks adjacent to the South Tigard Interchange-I-205 Interchange Project in Washington County.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

fkm
Att.
cc J. B. Boyd
Attn: Phil Preston

TOM McCALL
GOVERNOR

DEPARTMENT OF GENERAL SERVICES

OFFICE OF THE DIRECTOR

GENERAL SERVICES BUILDING • SALEM, OREGON • 97310 • Phone 378-4658

April 16, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Head:

This is to approve the agreement between the Highway Commission and Cornell, Howland, Hayes and Merryfield, Inc., as requested.

Sincerely,

Leander Quiring
Director

LQ:jp

cc: Edw. F. McCormack

Enclosure

NOTED
C. W. HEAD
4/18/73

RECEIVED
JAN 5 - 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 5, 1973

In reply refer to: 10-35-FA

Pac E.

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(23)286
South Tigard Interchange - E. Portland Freeway
City-State Agreement and State CH_2M Agreement

The proposed agreements between the City of Tualatin and the State and the State and the Engineering firm of Cornell, Howland, Hayes, and Merryfield have been reviewed and are found to be satisfactory as to form.

Please furnish three copies of each executed agreement for our formal approval when they become available.

RECEIVED
STATE HWY ENGR
JAN 8 '73
REFER TO
FOR
Info | Invest | R/D | DIR | Plan | Act | File

1-8-73
Routing
cy Copy

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7937

FORM E.25

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 24, 1973

TO L. H. Young, Office Engineer

ORIGINAL SIGNED
JOHN R. OAKES

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT Right of Way Project Status
FAI Project
Bid Opening May 24, 1973
S. Tigard Interchange-E. Portland Freeway Interchange
Pacific Highway
Washington and Clackamas Co.

This will amend my April 23, 1973 letter addressed to you concerning Right Of Way status.

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project on April 26, 1973.

All individuals and families have been relocated to decent, safe, and sanitary housing, or adequate replacement housing has been made available to relocatees on this project.

Although all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of this project has been acquired. Trial or appeal of some files may be pending in court and on some files full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands and improvements have vacated, and the State has physical possession and the right to remove salvage and demolish these improvements.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
STATE HWY ENGR
APR 24 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TRANSACTION NUMBER 4-51

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-23-73

BY (Signature): Mr. Young's April 16, 1973 letter

TITLE: Office Engineer

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 738 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
738	I-5-5(60)290	3.74	16,000,000	14,700,000	South Tigard Interchange-East Portland Freeway Interchange Section. Washington County.	Grade, Drain, High Type Pavement, Illumination and 8 structures.

OTHER IDENTIFICATION AND/OR REMARKS (State)

RECEIVED
STATE HWY ENGR
APR 24 '73
REFER TO Hunter FAA
FOR

Info	Typ	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

RECEIVED
APR 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-25-73
Copy to Young

NOTED
A. E. JOHNSON

4-23-73

79320

REMARKS (Division)

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-23-73	G.L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

FORM FHWA-48
(Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Vernon V. Cusack, Acting Division Engineer
[redacted], Division Engineer
Federal Highway Administration

DATE April 16, 1973

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project I-5-5(60)290

We are submitting program data for one Interstate project, Item No. 738, Project No. I-5-5(60)290, "South Tigard Interchange-East Portland Freeway Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on May 24, 1973.

Enclosed is one copy each of State and District 2 Clearinghouse letters of approval dated April 23, 1971 and May 26, 1971, respectively.

Appropriate credit will be established prior to P.S. & E. authorization for existing undercrossing structures removed and replaced under this project.

Enc.

JG:pr

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-16-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 0.20 mi. N. of Jct. I-205, N. 3.74 mi.	ADT	42,000	66,300*	93	10	Oregon	35	042	738

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	D. CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
T. Pave, Illum., 8 Br.								I-	5-5	(60)	290	

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Washington	067	1 OR X 2

AREA	ROUTE NO. I	FEDERAL-AID	STATE	U.S.
Portland		I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 0.20 mi. N. of Jct. I-205, N. 3.74 mi.						Gr., dr., 6-12' lanes H.T. pave, 26' min. median, 12' R & 10'L shldr., revise 3 intchge. & modify 1 intchge., const. 2 o'xing str., 4 u'xing str. & 2 br. (L. 1,829.5'), 24' frontage rds., illum. & sign. RR protective service as req.
ROW								
CONST (CODE)		'S. Tigard Intchge.-E. Portland Fwy. Intchge. Sec."	3.74	16,000,000	14,700,000	1,300,000		ROW - 200' min. Access control-full; Parking restrictions-complete.
PROJECT TOTALS			3.74	16,000,000	14,700,000	1,300,000		

ESTIMATED PROJECT COST BY PHASES

PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No. 238, 453 & 718; Project No. I-5-5(23)286, I-5-5(33)284 & I-5-5(59)290, respectively.

*Based on completion of I-205.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; Appr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-16-73

U.S. DEP BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION *(45 typewriter spaces)*: I-5 0.20 mi. N. of Jct. I-205, N. 3.74 mi.	ADT	PRESENT: 42,000	FUTURE: 66,300*	YEAR: 93	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Gr., Dr., H.T. Pave, Illum., 8 Br.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): I-	NUMBER: 5-5	SE
CARD 4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Washington	CODE: 067								
	NAME OF URBAN AREA: Portland	ROUTE NO. I	FEDERAL-AID: I-5	STATE: 1	U.S.: I-5						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5 0.20 mi. N. of Jct. I-205, N. 3.74 mi.					
5					ROW							
5					CONST (CODE)		"S. Tigard Intchge.-E. Portland Fwy. Intchge. Sec."	3.74	16,000,000	14,700,000	1,300,000	
							PROJECT TOTALS	3.74	16,000,000	14,700,000	1,300,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33)

REMARKS: Additional Data: Item No. Project No. I-5-5(23)286, I-5-5(59)290, respectively

*Based on completion of I-205.

S. TIGARD INTCHGE. - EAST PORTLAND FWY. INTCHGE. SEC.

PROJECT NO. I-5-5(60)290

nued:

This project consists of grade and drain 6-12' lanes ement having 12' right and 10' left shoulders with var- (26' min., 76' max.), revision of Upper Boones Ferry Rd. er Boones Ferry Rd. Intchge. and Nyberg Rd. Intchge., of S. Tigard Intchge. ramps; construction of 2 over- ctures, 4 undercrossing structures and 2 bridges low under "Structures") to provide with existing -12' lanes) an ultimate 6-12' lane facility. Construct roads, install full illumination at all interchanges ted, install linear illumination the entire length and install all required roadway signing. Railroad rvice as required.

ar lighting will be installed throughout the length to facilitate safe night traffic movement during

necessary landscaping of this section will be done te project or projects in the future as "stage con- he requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 lied with for this section of highway, which actions e elements necessary to complete this section to ndards, i.e., such as the landscaping mentioned above accomplished later under a separate project or projects.

b trainees, as set forth in FHWA order interim 7-2(2), t will be determined at PS & E stage and the number the PS & E documents.

Code 7223; continously reinforced portland cement nt with bituminous treated base. Est. Cost-$10,734,000.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Northerly end of project.		
1.10	Bonita Rd. U'xing; Br. No. 7727A; Hwy. under hwy.; Prestressed conc. box girder; L. 228.5'; H.C. 48'; 5' walk both sides.	X781	$ 488,000
1.61	Upper Boones Ferry Rd. U'xing; Br. No. 7728A; Hwy. under hwy.; Prestressed conc. box girder; L. 347'; H.C. 56'; 5' walk on N'ly side; 8' bikeway on S'ly side.	X781	$ 884,000
1.94	(S.P.T. Co.) Cooks O'xing; Br. No. 2259B; Hwy. over RR; Prestressed conc. beams; L. 168'; H.C. 130'.	X181	$ 586,000
2.34	Lower Boones Ferry Rd. O'xing; Br. No. 7729A; Hwy. over hwy.; RCDG; L. 222'; H.C. 122'.	X221	$ 888,000
2.99	(S.P.T. Co.) Tualatin U'xing; Br. No. 2258A; Hwy. under RR; Prestressed conc. girder; L. 200'; H.C. 18'.	X681	$ 571,000
3.06	Tualatin Riv. Br.; Br. No. 2376A; Hwy. over waterway; Prestressed conc. beam; L. 260'; H.C. var. 127' to 134'.	X081	$ 586,000

S. TIGARD INTCHGE. - EAST PORTLAND FWY. INTCHGE. SEC.

PROJECT NO. I-5-5(60)290

Remarks Continued:

Project Data: This project consists of grade and drain 6-12' lanes high-type pavement having 12' right and 10' left shoulders with variable median (26' min., 76' max.), revision of Upper Boones Ferry Rd. Intchge., Lower Boones Ferry Rd. Intchge. and Nyberg Rd. Intchge., modification of S. Tigard Intchge. ramps; construction of 2 overcrossing structures, 4 undercrossing structures and 2 bridges (tabulated below under "Structures") to provide with existing facilities (4-12' lanes) an ultimate 6-12' lane facility. Construct 24' frontage roads, install full illumination at all interchanges previously listed, install linear illumination the entire length of the project and install all required roadway signing. Railroad protective service as required.

Temporary linear lighting will be installed throughout the length of the project to facilitate safe night traffic movement during construction.

NOTE: (1) The necessary landscaping of this section will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 have been complied with for this section of highway, which actions include all the elements necessary to complete this section to Interstate standards, i.e., such as the landscaping mentioned above which will be accomplished later under a separate project or projects.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Roadway: Type Code 7223; continously reinforced portland cement concrete pavement with bituminous treated base. Est. Cost-$10,734,000.

Structures:

M.P.	Description	Type Code
0.00	Northerly end of project.	
1.10	Bonita Rd. U'xing; Br. No. 7727A; Hwy. under hwy.; Prestressed conc. box girder; L. 228.5'; H.C. 48'; 5' walk both sides.	X781
1.61	Upper Boones Ferry Rd. U'xing; Br. No. 7728A; Hwy. under hwy.; Prestressed conc. box girder; L. 347'; H.C. 56'; 5' walk on N'ly side; 8' bikeway on S'ly side.	X781
1.94	(S.P.T. Co.) Cooks O'xing; Br. No. 2259B; Hwy. over RR; Prestressed conc. beams; L. 168'; H.C. 130'.	X181
2.34	Lower Boones Ferry Rd. O'xing; Br. No. 7729A; Hwy. over hwy.; RCDG; L. 222'; H.C. 122'.	X221
2.99	(S.P.T. Co.) Tualatin U'xing; Br. No. 2258A; Hwy. under RR; Prestressed conc. girder; L. 200'; H.C. 18'.	X681
3.06	Tualatin Riv. Br.; Br. No. 2376A; Hwy. over waterway; Prestressed conc. beam; L. 260'; H.C. var. 127' to 134'.	X081

erg Rd. U'xing; Br. No. 7582A; . under hwy.; Prestressed conc. girder; L. 264'; H.C. 64'; 5' k both sides.	X781	$ 717,000
ver Dam Bridges; Br. No's 7494A ; Hwy. over waterway; twin reinf. c. slabs; L. 140'; H.C. var.— Bd. 81' to 93', S. Bd. 89.5' to '.	X020	$ 546,000
	Str. Est. Total	$5,266,000

NOTE: (1) From approximately Station 105+00 at the South Tigard Interchange to approximately Station 145+00 at the Upper Boones Ferry Road Interchange the line between Washington and Clackamas County follows the centerline of the highway. The cost split would be of such a minor amount that it has all been included in Washington County.

(2) Amart Airstrip (pvt.) lies approximately 1-1/2 miles easterly of the South Tigard Interchange.

ssing Data: Previously furnished on P.E. Project I-5-5(59)290.

umstances: Appropriate credit will be established prior to rization for existing undercrossing structures removed under this project.

ign: FHWA concurred in memorandum of August 19, 1970 approval had been given prior to January 18, 1969, the te of current PPM 20-8. Also, FHWA reconfirmed, in f January 17, 1972, the design approval given under ndum of September 29, 1967.

nmental Impact Statement: Approved by the Department of on on December 9, 1971.

e Approval: State and District 2 Clearinghouse letters ated April 23, 1971 and May 26, 1971, respectively.

Railroad Adjustments: Programed under Project I-5-5(59)290.

n for Requirements of IM 20-4-72: The seven items set forth 4b of IM 20-4-72 that are applicable to the proposed project n the "Final Environmental Impact Statement" and the documents th Mr. Klaboe's letter of November 11, 1971.

3.41	Nyberg Rd. U'xing; Br. No. 7582A; Hwy. under hwy.; Prestressed conc. box girder; L. 264'; H.C. 64'; 5' walk both sides.	X781	$ 717,000
3.53	Beaver Dam Bridges; Br. No's 7494A & B; Hwy. over waterway; twin reinf. conc. slabs; L. 140'; H.C. var.— N. Bd. 81' to 93', S. Bd. 89.5' to 106'.	X020	$ 546,000
		Str. Est. Total	$5,266,000

NOTE: (1) From approximately Station 105+00 at the South T change to approximately Station 145+00 at the Upper Boones Interchange the line between Washington and Clackamas Count centerline of the highway. The cost split would be of such amount that it has all been included in Washington County.

(2) Amart Airstrip (pvt.) lies approximately 1-1/2 miles e the South Tigard Interchange.

Railroad Crossing Data: Previously furnished on P.E. Project I-5-5(59)290.

Unusual Circumstances: Appropriate credit will be established prior to PS & E authorization for existing undercrossing structures removed and replaced under this project.

Location/Design: FHWA concurred in memorandum of August 19, 1970 that design approval had been given prior to January 18, 1969, the effective date of current PPM 20-8. Also, FHWA reconfirmed, in memorandum of January 17, 1972, the design approval given under their memorandum of September 29, 1967.

Final Environmental Impact Statement: Approved by the Department of Transportation on December 9, 1971.

Clearinghouse Approval: State and District 2 Clearinghouse letters of approval dated April 23, 1971 and May 26, 1971, respectively.

Utilities and Railroad Adjustments: Programed under Project I-5-5(59)290.

Documentation for Requirements of IM 20-4-72: The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the "Final Environmental Impact Statement" and the documents submitted with Mr. Klaboe's letter of November 11, 1971.

7937

5

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 18, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Cook Overcrossing of SPTC
S. Tigard Int.-E. Portland Fwy. Sec.
Pacific Highway (I-5)
Washington County

Dear Sir:

In response to your inquiry of April 17, 1973, regarding the spur track southwest of the undercrossing of Southern Pacific Transportation Company on Pacific Highway at Cook, I have determined from our Right of Way Section that in our property negotiations we purchased from the three land holders in the area all rights to the spur track. The State is now under no obligation to reinstall this spur for the remaining property. If the property owners desire a spur, it is now their responsibility to contact the Southern Pacific and pay for the re-establishment of this spur track.

The spring in the vicinity of Cook Overcrossing, which is located on Railroad right of way, will be handled by the State to the extent that the existing concrete tunnel and pumphouse will be abandoned and the water flowing from the spring will be picked up by an 18-inch corrugated metal pipe and carried out to natural drainage. The State will install this drainage work and will maintain it in the future.

I hope that this clarifies the problems that existed in the Cook Overcrossing area and provides you with sufficient information to complete the agreement between the Southern Pacific and the State for our widening in this area. If there is any further information you desire, please contact me.

Yours truly,

RECEIVED
APR 18 1973
Office of
Assistant State Highway Engineer

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - San Francisco
bc: H. S. Coulter
F. L. Hall
W. J. Hart
L. W. Rulien
R. H. Rumbolz

NOTED
H. S. COULTER

F-5

Salem, Oregon

April 16, 1973

L. W. Rulien, Region I Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

So. Tigard Intchg.-East Portland Freeway Intchg.
Pacific Highway
Clackamas County

Enclosed are prints of a bar chart indicating various completion times of structures on the subject project. This chart was made up based on an earlier bid opening than May 24 and is therefore subject to adjustment. A copy has been submitted to John Tindall of the Bridge Design Unit for his review and recommendation.

It was thought they would be helpful in making your determination of the completion date for the contract.

FET:jh
Encl.
cc: C. T. Keasey
W. E. Cole

1 Hall
A. Olson
Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
APR 16 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

ELAPSE TIME (Months)

0 2 4 6 8 10 12 14 16 18 20

#1 #2

No structure work

PREP. | E. SIDE (PARTIAL) | W. HALF | E. HALF

DETOUR

PREP

PREP. | E. SIDE (PARTIAL) | W. HALF | E. HALF

DETOUR

E. & W. SIDES (PARTIAL) | W. HALF | E. HALF

Move Traffic To N.B.

Complete S.B. - P.C.C.

Move Traffic To S.B.

Complete N.B. - P.C.C.

struct.

struct.

ELAPSE TIME (Months)

0 2 4 6 8 10 12 14 16 18

#1 #2

...rd Interch. Struct. — No Structure Work

...rd. Struct.

...ane Fry. Struct.

...E. O'Xing Struct — PREP. | E. SIDE (PARTIAL) | W. HALF

...Jones Fry. Struct — DETOUR

...Xing Struct. — PREP

...Mi River Struct. — PREP. | E. SIDE (PARTIAL) | W. HALF

...y Interch. Struct. — DETOUR

...er Dam Struct. — E & W. SIDES (PARTIAL) | W. HALF

...ove Extg. Struct.

...ec Detour Struct.

...t. Struct.

Move Traffic To N.B.

Complete S.B. - P30

Move Traffic To S.B.

7987 4-16-73 S

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(59)290

STATE PROJECT NO.
SOUTH TIGARD INTERCHANGE
EAST PORTLAND FREEWAY

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
WASHINGTON

ITEM NO.
I-718

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Orig - R/W 4-19-73

RECEIVED
STATE HWY ENGR
APR 19 '73
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEE BELOW	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BY THE HIGHWAY COMMISSION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) RAILROAD ADJUSTMENT WORK.

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SUBMITTED WITH MR. CHIDSEY'S APRIL 6, 1973 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH TWO COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-73	C R Burghardt	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7937

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-11-73

FEDERAL AID PROJECT NO.
I-5-5(59)290

STATE PROJECT NO.
SOUTH TIGARD INTERCHANGE-EAST PORTLAND FREEWAY

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-718

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
APR 12 '73
REFER TO
FOR
Only 4-13-73
Info
Invest
R/D
R/R
Survey
Acct
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	APRIL 11, 1973	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY #1

GENERAL LOCATION:

NOTED
A. E. JOHNSON

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BY THE OREGON STATE HIGHWAY COMMISSION YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) RAILROAD ADJUSTMENT WORK.

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORATION COMPANY SUBMITTED WITH MR. CHIDSEY'S APRIL 5, 1973 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH TWO COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
APRIL 11, 1973	Vernon V. Cusack	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 2-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7932

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

April 10, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Paul

RECEIVED
APR 11 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dear Mr. Baldwin:

We have reviewed the following projects transmitted in your letter dated April 3, 1973:

1. Ruggles Road-Liberty Road Section
   FAS 669
   Sherman County

NOTED
E. S. HUNTER

2. S. Tigard Interchange-E. Portland Freeway Interchange
   Pacific Highway
   Washington and Clackamas Counties

Regarding #1 project above, we find no streams involved and thus anticipate no fishery conflicts.

The second project involves the Tualatin River which supports substantial runs of anadromous fish. We, therefore, recommend the following fishery safeguards:

cc's sent 4-11-73:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. F. Putnam (2)
L. W. Rulien (2)

RECEIVED
APR 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1. Confine work in the free-flowing stream such as cofferdam construction, etc. to June 1 - September 1.

2. Place bank riprap during low water periods to minimize stream flow encroachment.

3. Adhere to the state water quality standards.

We appreciate the opportunity to review the fishery-related projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

I-5

OREGON STATE HIGHWAY DIVISION

4.4-73

HIGHWAY BUILDING • SALEM, OREGON • 97310

Board of County Commissioners
Washington County Courthouse
Hillsboro, Oregon 97123

Attn: Mr. John Crockett
Chief of Engineering

Gentlemen:

The Oregon State Highway Division proposes to accept bids on May 24, 1973 for reconstruction of the So. Tigard Interchange--I-205 Interchange Section of I-5. This work will involve removing approximately 100,000 cu. yds. of excess material from the Lower Boones Ferry Road Interchange complex and disposing of said material outside the limits of the project.

The State proposes to require State's contractor to utilize property controlled by Washington County as a disposal site for excess material. Said property lies adjacent to and northerly of Bridgeport Road, approximately as shown outlined in red on the attached Exhibit A. Should State's contractor be required to utilize said property the following conditions shall apply:

1. Embankment material shall be placed adjacent to Bridgeport Road in such a manner as to create usable land area at the same elevation as Bridgeport Road.

2. Embankment slopes shall be on a ratio of 1½:1 and shall be seeded to permanial grasses.

3. The State's contractor shall assume the responsibility for obtaining any necessary permits, and shall hold Washington County harmless from any claim, suit or action whatsoever for damage to property or injury to or death of any person, resulting from or arising out of State's use or occupancy of the premises.

1 Hall J
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
MAY 4 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
F. E. TERPIN

4. State's contractor shall furnish the necessary traffic control devices and flagmen for the handling of traffic on Bridgeport Road within the work area.

If the terms as set forth in this letter are acceptable to the Board of County Commissioners, please indicate your approval by signatures in the spaces provided below and return two signed copies to Mr. H. S. Cox, County and City Engineer, State Highway Building, Salem 97310.

Very truly yours,

H. S. Cox
County and City Engineer

WASHINGTON COUNTY, by and through its Board of County Commissioners

Chairman

Commissioner

Commissioner

Commissioner

Commissioner

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 73-223
DATE 4-24-73
BY Recording Secretary
CLERK OF THE BOARD

NOTED
W. E. COLE

HCH:ljt
4/4/73

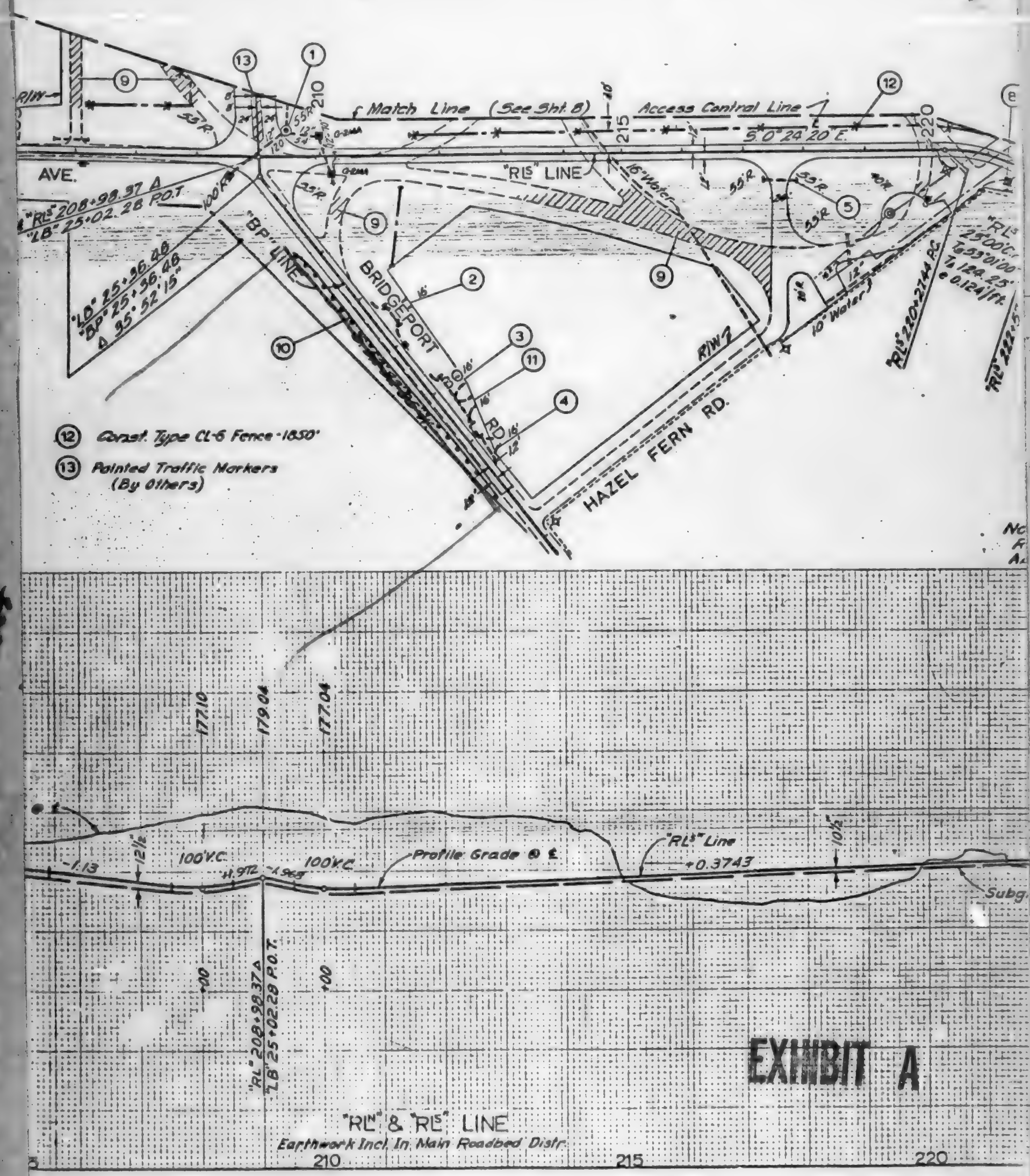

Match Line (See Sht. 8)
Access Control Line
S.0°24'20"E.
"RLs" LINE
AVE.
"RLs" 208+98.37 A
"LB" 25+02.28 P.O.T.
"LO" 25+36.48
"BP" 25+36.48
A 95°52'15"
"BP" LINE
BRIDGEPORT RD.
HAZEL FERN RD.
R/W
16" Water
"RLs" 220+27.44 PC
"RLs" 222+5
"RLs" 25°00'00"
Ts 129.25'
e 0.124'/ft.
(12) Const. Type CL-6 Fence - 1850'
(13) Painted Traffic Markers (By Others)
17710
17904
17704
100'V.C.
-1.13
12½"
+1.972
-1.968
Profile Grade @ ℄
"RLs" Line
+0.3743
10½"
Subg.
"RL" 208+98.37 A
"LB" 25+02.28 P.O.T.
"RLN" & "RLE" LINE
Earthwork Incl. In Main Roadbed Distr.
210
215
220

EXHIBIT A

7927

OREGON STATE HIGHWAY DIVISION

3-73

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308 Attention Mr. Herbert A. Schell

NOTED
A. E. Johnson

FROM R. W. Ellison
Bridge Administration Engineer

Subject Tigard Intch.-E. Portland Fwy. Section
Pacific Highway (I-5)
Tualatin River Bridge Widening
Br. 2376A
Coast Guard Bridge Permit

Your letter of February 23, 1973, and our verbal contact with the Coast Guard in Seattle indicate that the Tualatin River at the site of the subject structure has recently been declared navigable; subsequently the Coast Guard has begun processing of our application for a bridge permit to widen the existing structure with no change to navigation clearances. This application was sent to them on September 11, 1972, but was not acted upon pending a decision on navigability of the river. Our original contact with them regarding navigability was made April 7, 1972.

We plan to receive bids for this project on May 24, 1973. However, it appears that normal processing of the permit will not be completed in time to meet that date and will result in a project delay.

Any action you can take to speed up the permit process and prevent delay will be greatly appreciated.

RWE/ag

cc A. E. Johnson
W. J. Hart
L. W. Rulien
U. S. Coast Guard

RECEIVED
STATE HWY ENGR
MAR 7'73
REFER TO
FOR
Info | Gives | R/D | D/R | Sign | Act | File

FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 23, 1973

In reply refer to: 10-35.6/
X Ref: 407.2

FROM : for Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Navigation Requirements - Tualatin River
Oregon Projects I-5-5(-)291
S-372(-)

NOTED
A. E. JOHNSON

We have made inquiry at the Washington office level of the Coast Guard as to the navigability of the Tualatin River. We have been notified that a determination has now been made that this river is navigable within the limits of the two crossings mentioned above and also that the District Commander has been so advised. He was further advised to proceed with the processing of the permit applications.

Environmental Impact Statements must be prepared in accordance with our regulations. Please adjust your schedule and work to include this new condition.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 26 '73
REFER TO
FOR
Info | Advise | R/D | D/R | Sign | Act | File

RECEIVED
FEB 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7937

5l

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 14, 1973

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

MISC. CONTRACTS and AGREEMENTS No. 11682

Re: Oregon Project I-5-5(23)286
Throughway Agreement
S. Tigard-E. Portland Fwy. Section
Pacific Highway No. 1 (I-5)
City of Tualatin

Dear Mr. Green:

Attached hereto are two conformed copies of a Throughway Agreement covering right-of-way acquisition, adjustment of utilities, construction, and future maintenance responsibilities along subject section.

An advance copy of this agreement was forwarded to you under the date of August 13, 1971.

Please give this matter your consideration and, if your concurrence is required, notify this office and certified copies from the Highway Commission files will be presented for the proper signature.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. B. Cox
County and City Engineer

MCH:ljt
Att.

cc: R. L. Schroeder
L. H. Young
L. I. Lindas
C. W. Head

NOTED
C. W. HEAD

March 13, 1973

City of Tualatin
City Hall
Tualatin, Oregon 97062

Attention: Ivonne L. Addington
City Recorder

5 l

3-6-73

Gentlemen:

Attached for your records is a fully executed copy of an agreement for six-laning the South Tigard Interchange-East Portland Freeway Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

January 31, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Agreement, City of Tualatin
S. Tigard Intch.-East Portland Freeway Sec.
Interstate 5

The City of Tualatin has signed an agreement which clears the way for six-laning the subject section of I-5.

This agreement provides for construction and maintenance of the project by the State. All existing interchanges and separation structures within the section will be reconstructed to present standards, and I-5 will be widened to six lanes. The City has agreed to cooperate with State in the normal manner to effect the adjustment or relocation of any utility installations that may be in conflict with plans for the project.

This matter will be presented for your consideration at the March 6 meeting. We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

C. W. Hess

cc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
J. B. Boyd ~~D. H. Mochring~~
V. E. Skoog
F. L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
L. W. Rullen
Gary Ross
Gary Sund

MCH:ljt dpy

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon

DATE March 13, 1973

TO Mr. Bill Cole
Final Design
Salem,

FROM Maurice D. Payne

SUBJECT So. Tigard Int.-
East Portland Fwy.

Hall
R. Olson
Terpin
Scott
Swenson
R. Olson
Tout

RECEIVED
MAR 14 1973
DESIGN
SECTION

Requires Reply ☐ ☐
Requires Approval ☐ ☐
Receiver Keep Copy ☐ ☐
Do not File ☐ ☐
Return Copy To
Bring Up / / /
Other

Due to soil characteristics at "L" 225 + 50 to 228 + 50 on the left, it is recommended that the above mentioned project plans be revised to include approximately 2,700 cu. yd. of Embankment Foundation Exc. and 3,700 cu. yd. of granular back fill, As shown in the accompanying proposed Typical Section, the area for proposed sub. exc. is an area which is partially flooded each winter, saturating the clay soil. The Regional Geologist has concured on sub excavation as the logical method to stabilize the area.

Maurice D. Payne
Res. Engr.

Michael E. Hemel

Michael E. Hemel
OSHD Insp.

MEH/rwt
cc: file

Attachment

NOTED
W. E. COLE

7937

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 13, 1973

TO Mr. L. I. Lindas
Chief Counsel

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Tigard Interchange - East Portland Freeway Section
Pacific Highway (I-5)
Washington County
Tualatin Uxing of SPRR
Bridge No. 2285A
PUC Application

Attention Mr. Jack Sollis

On January 29, 1973 I sent you a completed application for a PUC permit for the subject project. On February 7, 1973 you applied to PUC for the permit.

Last week I received a telephone call from Mr. Ernie Kendrew of the Southern Pacific Transportation Company in Portland wherein he objected to that portion of the application indicating that maintenance responsibility for the expansion bearings would be Southern Pacific Transportation Company's. After several subsequent telephone conversations, we agreed to a modification of the PUC application.

Please change the application to read as follows:

Item 13.A. "Below the bridge seats, State of Oregon."

Item 13.C. "Above the bridge seats, Southern Pacific Transportation Company."

Item 14.A. "Below the bridge seats, State of Oregon."

Item 14.C. "Above the bridge seats, Southern Pacific Transportation Company."

RWE/kmb

cc A. E. Johnson
E. S. Hunter
J. E. Chidsey
L. W. Rulien

NOTED
E. S. HUNTER

RECEIVED
MAR 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7987

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 12 73

FEDERAL AID PROJECT NO.
1-5-5(23)286

STATE PROJECT NO.
SOUTH TIGARD INTERCHANGE
EAST PORTLAND FREEWAY

FROM: VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Orig. Plus-Utilities

Info
Act
File

MAR 13 73

RECEIVED
STATE HWY ENGR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEE BELOW	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE EXTENSION OF THE CITY OF TUALATIN'S SANITARY SERVICE EFFECTIVE 2-16-73. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $98,973.25 IS APPROVED. REIMBURSEMENT FOR CONSULTANT SERVICES ON AN ACTUAL COST BASIS ESTIMATED TO BE $23,000.00 IS AUTHORIZED EFFECTIVE 11-1-72,

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) RIGHT OF WAY UTILITY ADJUSTMENT

- [X] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
IN THE ACQUISITION OF RIGHT OF WAY FILES 46044 & 46045 IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO RESTORE SEWER SERVICE TO THE REMAINDERS BY EXTENDING THE CITY OF TUALATIN'S SEWER SYSTEM. SINCE THE CITY OF TUALATIN IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM THIS WORK WITH THEIR OWN FORCES THE CONTRACT METHOD OF PERFORMING SUCH WORK IS APPROVED. NOVEMBER 1, 1972 WAS ESTABLISHED AS AN ELIGIBILITY DATE FOR THE PREPARATORY WORK BY THE CONSULTANT FIRM OF CORNELL, HOWLAND, HAYES & MERRYFIELD. ON JANUARY 5, 1973 WE APPROVED THE AGREEMENT WITH THE CITY OF TUALATIN. THE PLANS AND ESTIMATE AS REPRESENTED BY THE CONTRACT DOCUMENTS FURNISHED WITH MR. PRESTON'S MARCH 3, 1973 LETTER ARE APPROVED.

APPROVAL AND PARTICIPATION FOR THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69, PPM 30-4.1 DATED 11-29-72 AND PPM 40-6 DATED 8-23-65.

C R Burghardt

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-12-73	for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7957

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 8, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Construction Speed Zoning**
South Tigard Interchange -E. Portland Freeway Sec.
Pacific Highway

Reconstruction of the above section is presently scheduled for the May 24 bid opening. During construction activities, it will be desirable for the protection of workmen and the motoring public to establish a designated speed of less than 70 MPH.

It is recommended that a 50-MPH speed zone be established on that section of the Pacific Highway No. 1 in Washington and Clackamas Counties from the East Portland Freeway (MP 289.17) to the South Tigard Interchange (MP 292.91).

Such a speed zone is to be an amendment to existing speed zone resolutions covering this section and is to be in effect only in those sections where construction activities are underway and the normal designated speed presents undue hazards.

This matter will be on the agenda for April 17 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. E. George
L. W. Rulien
Gary Ross
Gary Sund

VPJ:sv dpy

R E S O L U T I O N

COPY FOR MR. Agenda
From Cecil H. Secretary

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

WHEREAS, the State Highway Commission has followed the procedures required in ORS Chapter 183 for the adoption, amendment or repeal of any state highway speed.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Pacific (Washington and Clackamas Counties)

Highway number 1 Route Number

M.P. 289.17 (From the East Portland Freeway) to
M.P. 292.91 (the South Tigard Interchange) ..... 50 MPH

AMENDS a portion of "Speed Zone Resolution No. 626," dated March 6, 1973.
Speed zone to be in effect only in those sections where construction activities are underway.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 629 be entered in the minutes and records of the Commission as of the 17th day of April, 1973.

7937

bc: Vernon V. Cusack
F. B. Klaboe
E. S. Hunter
W. J. Hart
L. W. Rulien

RWE:ag jf

March 6, 1973

Commander (oan)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington

Dear Sir:

Tigard Intch.-E. Portland Fwy. Section
Tualatin River Bridge Widening
Pacific Highway (I-5)
South of Portland, Oregon
Clackamas and Washington Counties
Bridge 2376A
Your File 3271
Bridge Permit

We have recently received verbal word from your office and notification from the local Federal Highway Administration office that the Tualatin River in the vicinity of the subject bridge has been declared navigable; thus it will require the usual application processing prior to issuance of a bridge permit.

The bid letting for this project has been rescheduled from April 26 to May 24, 1973. However, your late declaration combined with the time normally required to process a permit application indicates that the project may be delayed because of a lack of a Coast Guard permit. Such a delay could result in a loss of current federal interstate highway funding.

Our first contact with your office regarding this project was April 7, 1972, and application for a permit was made September 11, 1972.

In view of our timely application and your late declaration of navigability, a delay due to a lack of a bridge permit is not reasonable. It is requested that you expedite permit processing or provide other approval which will allow us to proceed with construction in accord with our present schedule.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

7937

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 2, 1973

In reply refer to: 10-35.6

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
S. Tigard Interchange-E. Portland Freeway Interch. Section
Bridge No. 2259B

Revised preliminary plans submitted with Mr. Wallace's February 12, 1973 memo are approved.

3-7-73
cc Hart
Young
Hall

RECEIVED
STATE HWY ENGR
MAR 5 '73
REFER TO
FOR
Hello | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 12, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Cook Overcrossing of SPRR
S. Tigard Intch.-E. Portland Frwy. Intch. Section
Pacific Highway I-5
Washington County
Br. No. 2259B
Your File No. 08-35.6

Enclosed are two prints of Drawings Nos. 26771 and 26772 which are the preliminary plan and elevation and stage construction drawings for the subject structure. Also enclosed are two prints of the geometric sheet for the Upper Boones Ferry Interchange.

The roadway width on the subject structure has been widened eight feet to provide a shoulder for the southbound acceleration lane crossing the structure.

The estimated cost for the widened structure including an allowance for engineering and contingencies is $586,000.

This is being sent to you as a revised preliminary submittal for your approval.

JMT/ag

Encl.

cc E. S. Hunter
L. H. Young
V. E. Skoog

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1957

E S Hunter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 1, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon

FROM Walter J. Hart
Bridge Engineer

Subject South Tigard Intchge.-East Portland Freeway Intchge. Sec.
Pacific Highway
Washington and Clackamas Counties
Bridge 16037
Illumination

Attached are two prints each of the proposed illumination plan for the subject section of (I-5) Pacific Highway. Also included are xerox copies of the ADT sheets and luminaire photometric sheets.

The illumination at the interchanges on this section will be designed for 1.2 foot-candles maintained at a 2:1 to 4:1 uniformity ratio. The lineal illumination between the I-5 - I-205 Interchange and the Nyberg Interchange will be 0.9 foot-candles. The lineal illumination north of the Nyberg Interchange will be 1.0 foot-candles maintained at a 3:1 uniformity ratio.

The South Tigard, Lower Boones Ferry Road, and Nyberg Road Interchanges will be illuminated with 1000-watt metal halide luminaires mounted at 125 feet on steel high-mast poles equipped with lowering devices. The freeway between the Nyberg and East Portland Freeway Interchanges will also utilize high-mast poles.

The Upper Boones Ferry Interchange and the freeway between the interchanges will be illuminated with 1000-watt metal halide luminaires mounted on conventional 50-foot steel poles with breakaway bases.

NOTED
E. S. HUNTER

RECEIVED
MAR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The surrounding environment has been taken into account in this design layout, and conventional 50-foot luminaires have been utilized where residential areas have been encountered.

Based on the March, 1969, AASHO publication "An Informational Guide for Roadway Lighting", the warrants for the above lighting are as follows:

Location	Warrants
I-205 Intchge. to Nyberg Intchge.	Case A-1, A-3
Nyberg Intchge.	Case A-1, A-3, B-1, B-2, B-3
Nyberg to Lower Boones	Case A-1, A-3
Lower Boones Intchge.	Case A-1, A-3, B-1, B-2
Lower Boones to Upper Boones	Case A-1, A-3
Upper Boones Intchge.	Case A-1, A-3, B-1
Upper Boones to South Tigard	Case A-1, A-3
South Tigard Intchge.	Case A-1, A-3, B-1, B-2, B-3
South Tigard to end of project	Case A-1, A-3

Please review this design and return one set with your approval and/or comments. As this project is scheduled for the April 26, 1973 bid letting, we are proceeding with the final design based on this preliminary.

DOC/ag
Attachs.
cc E. S. Hunter
L. W. Rutten
L. E. George
V. E. Skoog
L. H. Young

7937

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. SABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

February 27, 1973

IN REPLY PLEASE REFER TO
322
0-0-70-5

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Acknowledge your letter February 14, relative to the Cook overcrossing on Southern Pacific, crossing FD 748.7-A, at Cook.

Prints accompanying your letter are being reviewed and we will advise of our approval as soon as review is complete. In the meantime, it is apparent that portions of the widened highway will necessitate additional easement to the State. This easement would include the replacement of the spring water source as shown on your drawing dated December 1972, transmitted with Mr. Litchfield's letter of January 9.

The original easement was for a 200 ft. strip, 100 ft. each side of centerline of highway. In order to cover the additional easement, please furnish this office with descriptions and prints of all additional right of way needed. Installation of manhole and pipe lines on railroad property would be at State's expense and would be maintained by the State. In this case, description should be furnished that would cover the drainage facilities.

Yours truly,

A W Kilborn

cc: ~~A.C. Johnson~~
W.J. Hart
F.L. Hall
F.O. Scott – Please Prepare.
~~R.H. Hunt~~
L.W. Rukin
R.H. Rumbolz

RECEIVED
MAR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR - 1 1973
UTILITY UNIT

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
Hunter
FOR
Info | Prep | R/D | D/R | Sign | Act | File

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

February 14, 1973

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

ATTN: T. H. Krumttschnitt, Jr.

RE: Tualatin U'xing of SPRR
Cook O'xing of SPRR
Tigard Int.-E. Portland Freeway Section
Pacific Highway
Washington County
Your File: 911 788/323
0-0-68-8

Gentlemen:

Enclosed are two prints each of Drawing Nos. 26286, 24524, and 24699 which are the plan and elevation, vicinity map and profile grades for the Tualatin Undercrossing of the SPRR on the Pacific Highway project. These drawings reflect revisions which have been recently made.

Also enclosed are two prints each of Drawing Nos. 26771, 26772, 26876, and 26877 which are the plan and elevation, cross sections, vicinity map and profile grades for the Cook Overcrossing of the SPRR on the Pacific Highway. These drawings also reflect certain recent revisions.

These drawings are being submitted to you for your review and approval. Please advise if you require any additional information from this office.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enclosures

cc: Southern Pacific - Portland w/2 sets prints
bc: ~~A.~~ E. Johnson
W. J. Hart
J. B. Boyd
F. L. Hall
L. W. Rulien
R. H. Rumbolz

RECEIVED
FEB 16 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 15 73
REFER TO
FOR

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE
SEATTLE, WASH. 98104
PHONE (206) 624-2902

3271
Ser 96
21 FEB 1973

RECEIVED
STATE HWY ENGR
MAR 7 73
REFER TO
FOR
Info
Inves
R/D
O/R
Sign
Act

In reply refer to
Proposed bridge reconstruction
across Tualatin River
near Tualatin, Oregon

a E J

PUBLIC NOTICE NO.73-N-03

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Oregon State Highway Division, for approval of location and plans to reconstruct a bridge across a navigable waterway, as follows:

WATERWAY AND LOCATION

Tualatin River at Mile 11.5 near Tualatin, Oregon.

NOTED
A. E. JOHNSON

CHARACTER OF WORK

Reconstruct and widen a fixed highway bridge originally constructed in 1953. The completed structure will be 260 ft. long, and will consist of three spans (80 ft., 100 ft., and 80 ft.), with a variable roadway of 127 feet, 1-3/4 inches at the north end, and 134 feet, 3-3/8 inches at the south end. The navigation span will provide the following clearances:

Horizontal - 99.5 ft., measured normal to the channel.

Vertical - 26.0 ft. at Low Water Elevation 102.0 ft.
6.2 ft. at High Water Elevation 121.8 ft.

Clearances will be the same as on the existing structure.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed widening will be granted rests upon the effects of the bridge on navigation and on the human environment. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc., will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The applicant has submitted a Final Environmental Impact Statement which is on file in this office.

cc W. Hart
Hall
Young

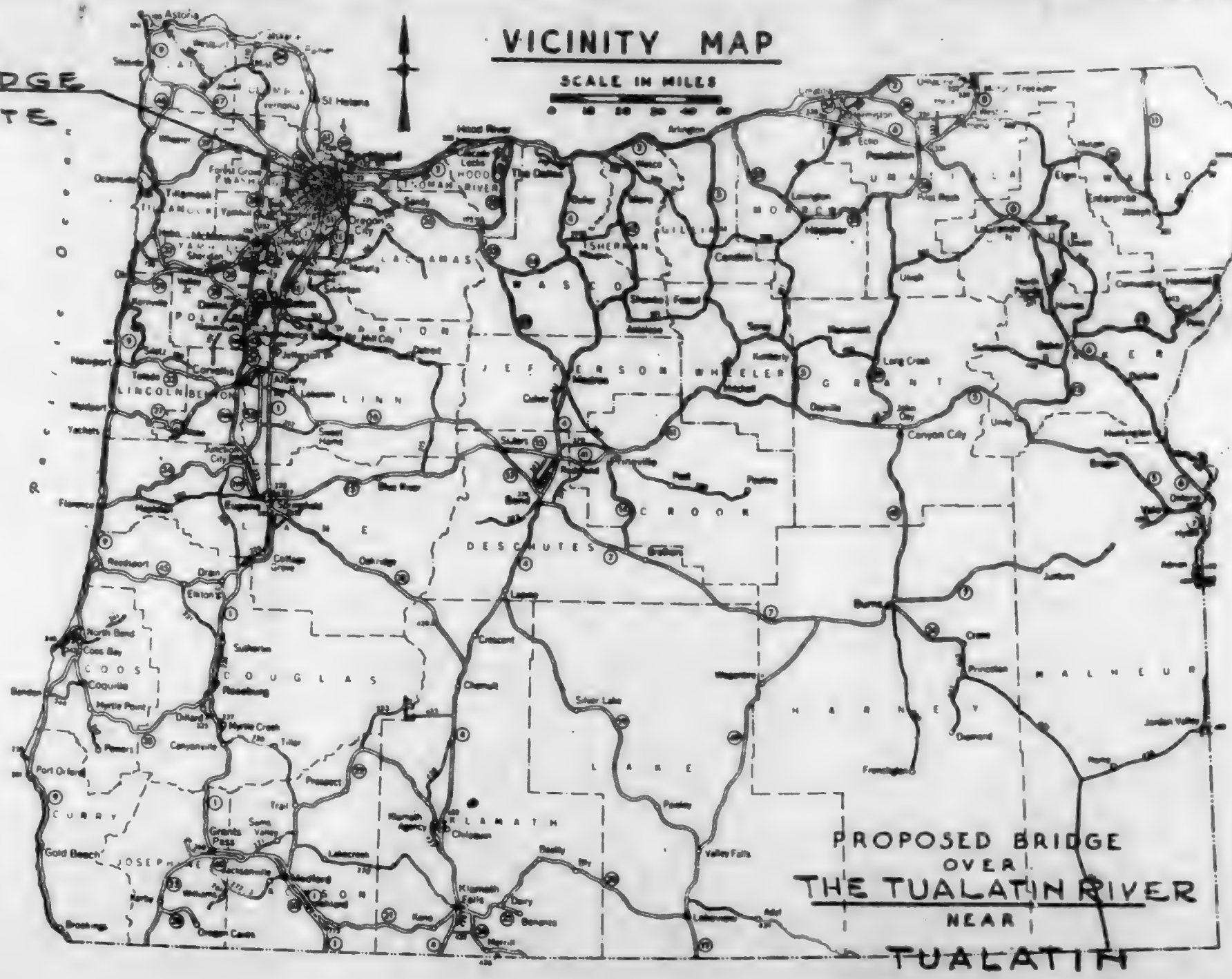
RECEIVED
MAR 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E. S. HUNTLEY

VICINITY MAP

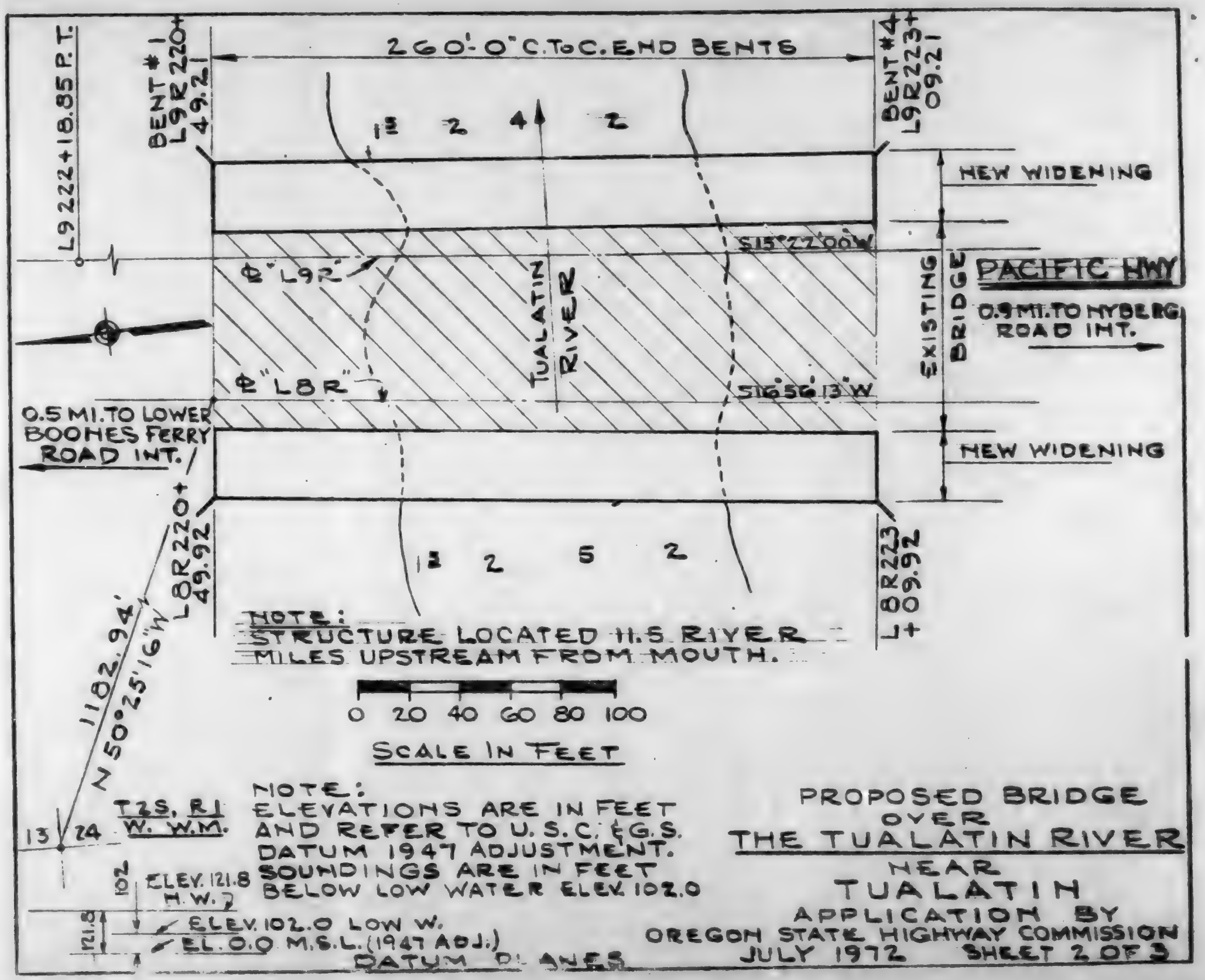
BRIDGE SITE

SCALE IN MILES



PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
TUALATIN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1972 SHEET 1 OF 3

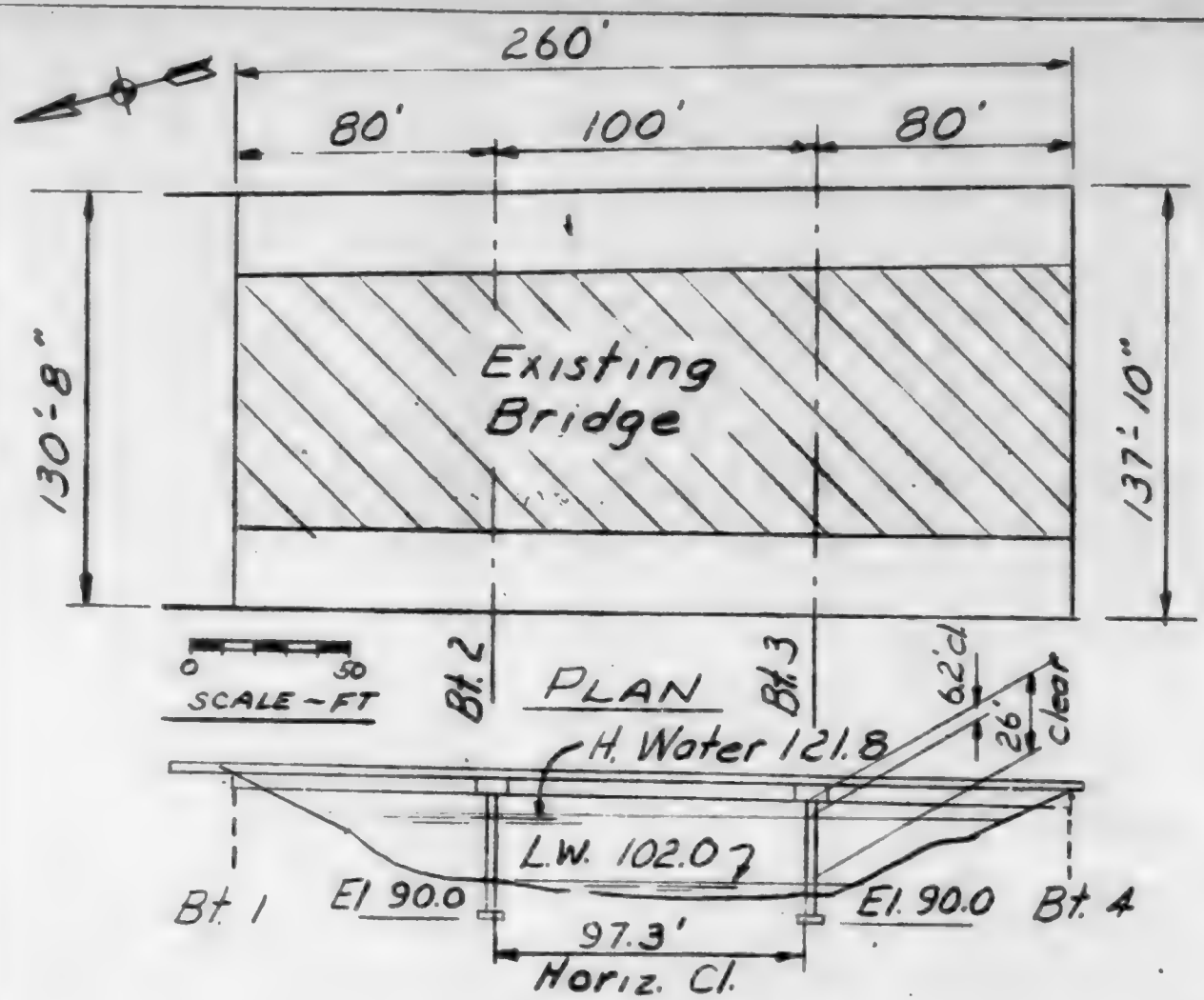


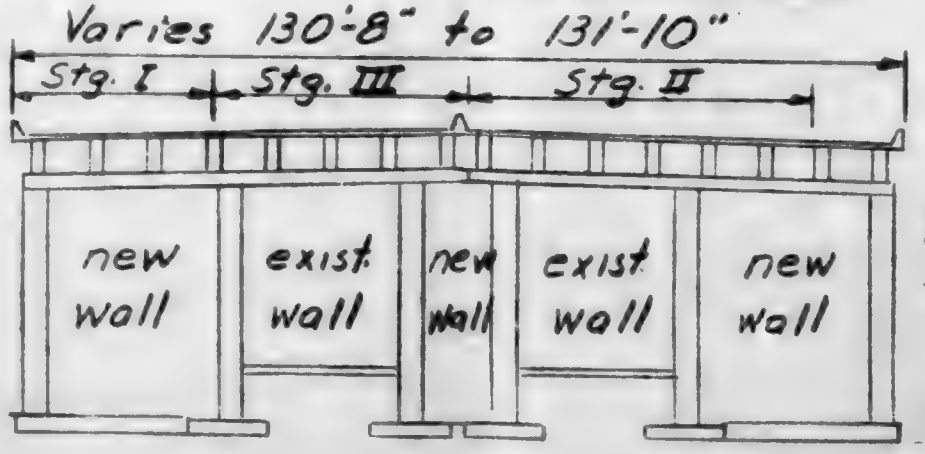
NOTE:
STRUCTURE LOCATED 11.5 RIVER MILES UPSTREAM FROM MOUTH.

NOTE:
ELEVATIONS ARE IN FEET AND REFER TO U.S.C. & G.S. DATUM 1947 ADJUSTMENT.
SOUNDINGS ARE IN FEET BELOW LOW WATER ELEV. 102.0

PROPOSED BRIDGE OVER THE TUALATIN RIVER NEAR TUALATIN

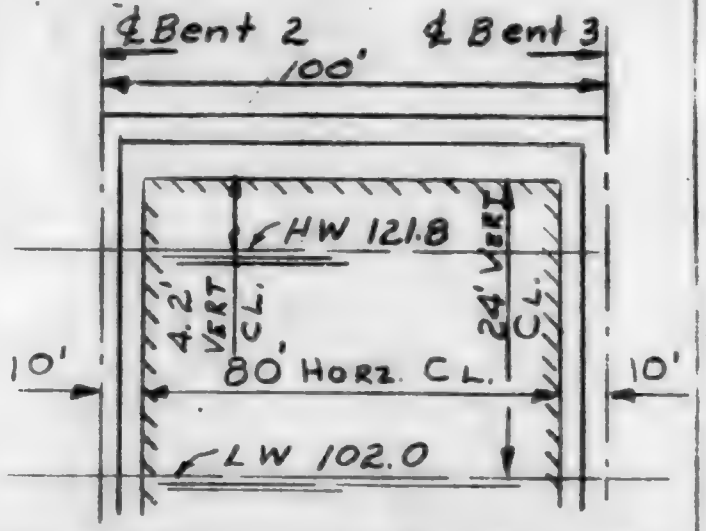
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1972 SHEET 2 OF 3





INTERIOR BENT ELEV.

HYDRAULIC DATA		
	Design Flood	Max. Flood (1933)
Discharge-CFS	24,000	24,000
Frequency-Yrs	50	50
H.W. Elev. Nat. Channel	121.8	121.8
Velocity-fps	6 ave.	6 ave.



CONSTRUCTION CLEARANCE

No Scale

PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
TUALATIN
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1972 SHEET 3 OF 3

REDRAWN Feb 1973

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

21 Feb 1973

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

Proposed bridge reconstruction across Tualatin River near Tualatin, Oregon

PUBLIC NOTICE - BRIDGES
73-N-03

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 21(b) of the Federal Water Pollution Control Act as amended by Public Law 91-224 has been requested to certify that there is reasonable assurance that the project described in U.S. Coast Guard Public Notice No. 73-N-03 will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1234 S.W. Morrison Street, Portland, Oregon 97205.

7937

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. HALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE D. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN

ASSISTANT ATTORNEYS GENERAL

February 16, 1973

Mr. Lon Topaz, Assistant Commissioner
Rail-Air-Marine
Public Utility Commission
Public Service Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Re: P.U.X. 867
Matter of the Application of the State of Oregon to Alter the Cook Overcrossing of the Southern Pacific Transportation Company in Multnomah County

Dear Mr. Topaz:

Enclosed please find an original and five copies of the application of the Oregon State Highway Division in the above-entitled matter. Will you please serve the interested parties and in due course, if circumstances allow, enter an ex-party order approving the project.

Sincerely yours,

NOTED
E. S. H.

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jv
Enclosures

G&7

RECEIVED
MAR 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 20 73
REFER TO
ESH
FOR
Info | Files | R/D | DIR | Sign | Act | File

Cook Oxing

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT A RAILROAD-HIGHWAY GRADE
SEPARATION STRUCTURE

1. Name of Applicant: State of Oregon, by & through its State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 366,205,763.040 & ORS 763.050

3. Location of proposed project: City None

   County Washington.

4. This project will cross a public highway known as Pacific Highway Interstate 5.

5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company.
   (Railroad)

6. At this location the highway will be above (above/below) the railroad tracks.

7. List the proper parties of interest.

   A. Southern Pacific Transportation Company

   B. Washington County

   C. _____

   D. _____

   E. _____

   F. _____

8. What is the average annual daily traffic (vehicular) count? 35,000/day(1972) 65,000/day(1990)

9. What is the average volume of train movements per day?

   Passenger None Switch ? Freight 5

10. The location of the proposed construction is in the NE 1/4 of the NE 1/4 of Section 13, in Township 2 S, Range 1 W, Willamette Meridian.

11. Who will construct the structure?

A. State of Oregon

B.

12. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100

13. Who will maintain the structure?

A. Up to the bottom of the beams except for the expansion bearings State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings State of Oregon

D. Railroad tracks, railroad drainage and all railroad facilities Southern Pacific Transportation Co.

14. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the expansion bearings State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings State of Oregon

D. Railroad tracks, railroad drainage and all railroad facilities Southern Pacific Transportation Co.

15. Is this construction necessary for the service, accommodation, and convenience of the public? Yes If yes, why? To accommodate the additional lanes necessary for widening and reconstruction of the Pacific Highway (I-5) which will provide for increased highway traffic and improve safety.

16. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached sheet for details.)

17. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

Not applicable in this case where we are widening an existing crossing structure.

18. Other items of construction and cost distribution:

Under "Things to be done by railroad," they should, if necessary, remove and protect signal and communication lines during construction and replace in a permanent location upon completion of construction.

Impaired vertical and horizontal construction clearances are as shown on Drawing 26771.

WHEREFORE, petitioner prays for an order authorizing the construction of the grade separation, and the allocation of costs thereof in accordance with the provision of this application and for such other order or orders that may be proper in the premises.

DATED at Salem, Oregon, this 13th day of February, 1973

STATE OF OREGON, by and through its State Highway Commission

L. I. Lindas
Assistant Attorney General and Counsel

By Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

I, W. J. Hart, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

Walter J. Hart
W. J. Hart

STATE OF OREGON)
) ss
County of Marion)

Subscribed and sworn to before me this 13th day of February, 1973.

Jack L. Sollis
Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/19/76

I certify that the above is a true correct copy of the foregoing application and the whole thereof.

Jack L. Sollis
Assistant Attorney General

7137

TO Bill Cole
Design Section

DATE 2-14-73
634-1934

As per your request, I have obtained driveway & approach data from R/W options & negotiations. I hope these will assist in planning.

Ltr
Use R/W to help Locate
Map File No. Cole 2/15/73

SIGNED

PLEASE REPLY HERE

TO
Hall
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
FEB 15 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file
Return To
Bring Up / /
Other

DATE
NOTED
W. E. COLE

Figured Inf - I 205
BALDOCK I-5
PREFIX: 634 1934

19805 Wadley ~~No change~~
~~R/W line crosses drive at "A" 20+30~~
~~No mention in file~~
State will reconnect driveway at "A" 20+30

36033 SP
Access controlled to fwy
Not controlled to SW Bonita.
State will build frontage rd entering SW Bonita at "A" 6+85
(~~State~~ will reconstruct driveway ~~to be~~ at UB_3 ~~151+50~~ 152+25
Not mentioned in file. This is on Upper Boones at the park

36037 - Ryan
Complete restruction east of "UB_3" 151+00. State will reconnect driveway at "UB_3" 151+20.

38718 - Pre-Del.
Access controlled to fwy

H6005
State will reconnect driveway at BR 2+40.

H6006 - Krick
State will reconnect driveway at "A" 20+00

H6007 - Erickson
State will reconnect 2-20' driveways at BR 1+30 and BR 2+20. No notation.

H6008 - Lakeside Dev. Co.
State will reconnect 15' driveway at "BR" 2+30. No notation.

H6009 - Nelson
State will reconnect driveway at "A" 6+50

H6010 - Pressnell
State will reconnect driveway to service id only at station "A", 8+00. Access controlled to Bonita Rd.

H6011 S.P. railroad undercrossing
handled in Salem

H6012 – Jeger
State will reconnect driveway
at "UB$_3$" 137+40.

H6013 – Durham
State will reconnect 2 driveways
at "UB$_3$" 138+00 and 138+40

H6014 – Barton
State will reconnect 1 driveway
at "UB$_3$" 138+60.

H6015 – ~~Johnson~~ State
State will reconnect 1 driveway
at "UB$_3$" 137+60

H6016 – Turner – none

H6017 – Hamlow. restricted to
on ramp. No access. Points
constructed by State.

46018 - La Strapas
State will reconnect driveway at "UB3" 137+30

46019 - Farghes
No restriction, vacant land - no agreement to install driveway

46020 - Fisher
Complete restriction to ~~for~~ highway
~~State~~ will reconnect driveway at "UB3" 138+75.

46022 - Simpson
State will reconnect driveway at "UB3" 155+40.

46023 - Walker
State will reconnect 20' driveway which runs across property to Rosewood Const. at "LB" 0+70

46024 - Hansen
State will reconnect 30' driveway at "LB" 1+50 and a 60' driveway at "LB" 2+50.

(5)

H6025 - Berry
State will reconnect 30' driveway at "LB" 3+43 and 30' driveway at "LB" 6+00

H6026 - Fry
Entire taking

H6027 — Rogers
No access points involved

H6028 Oregon Asphalter
No access points involved

H6029 - Tigard Sand & Gravel
No access points involved

H6030 - Tigard Sand — Teppola(P)
No access points involved

H6031 - Wash. County
No access points involved.

H6032 Wellons
No access points involved.

(10)

46033 - Gillespie Decals
No access points involved.

46034 - Church
No access points involved.

46035 - Fullman
~~No access points involved~~ State will ~~reconnect~~ reconnect driveway to cul-de-sac on SW Bradbury Ct.

46036 - Barker
State will connect driveway to cul-de-sac on SW Jean Rd.

46037 - McTavnatan
No access points involved.

46039 - OR - LeA Lumber
No access points involved

46040 Morris
State will reconnect 2 driveways at "BR" ~~27+50~~ 29+55 and 30+10

H6041 - Morris
State will reconnect 2 driveways at "BR" 30+50 and 31+30 if disturbed

H6042 - ICD, Inc
No access points involved

H6043 - Wetth
State will reconnect driveway at R 223+75.

H6045 - Bastian
No access points involved

H6044 - Herbol
No access points involved.

H6046 - Samuel
No access points involved.

H6047 - Galbreath
No access points involved

H6048 - Norton
No access points involved.

[redacted]
BALDOCK I-5
PREFIX: 634 1934

(4)

46049 - NW Nat Gas
No access points involved.

46050 - Ostaasen
No access points involved

46051 - Dagsland
Entire taking

46053 - Conrad Veneus
No access points involved

46116 - FIG Holding
No access points involved.

46785 - Lovelace
Entire taking

47445 - Desnjara
State will reconnect access at "UB_3" 151+80, 154+50, 155+00 and 156+40.

7937

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 12, 1973

TO Mr. Leonard I. Lindas — Attention Jack Sollis
Chief Counsel

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Cook Overcrossing of SPRR
South Tigard Interchange-East Portland Freeway Interchange Sec.
Pacific Highway I-5
PUC Application
Br. No. 2259B

Enclosed is a completed application for a PUC Permit for the subject project. Also enclosed are fifteen prints each of Drawings Nos. 26771, 26772, 26876, and 26877, which are the plan and elevation, cross sections, vicinity map, and profile grades respectively.

Copies of these drawings are being sent to the Southern Pacific Transportation Company for approval.

It is planned to receive bids for this project on April 26, 1973.

Please make a formal application to PUC for a permit for this structure.

RWE/ag

Encls.

cc E. S. Hunter
L. W. Rulien
T. Litchfield

NOTED
E. S. HUNTER

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1937

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE February 9, 1973

TO L. H. Young, Programing Engineer
BUILDING

FROM John R. Oakes
John R. Oakes, Assistant R/W Engineer

SUBJECT RIGHT OF WAY STATUS
FAI Project
Bid Opening February 21, 1973
Boones Ferry Rd. Lateral Sewer Line
City of Tualatin
S. Tigard Int.-East Portland Freeway Section
Pacific Highway
Clackamas & Washington County

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for this project.

No individuals or families have been displaced on this project.

Although all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of this project has been acquired. On some files full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands have vacated, and the State has physical possession.

JRO:ha
cc F. B. Klaboe
V. E. Skoog
J. E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 12 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7927

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

February 7, 1973

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK G. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Lon Topaz
Assistant Public Utility Commissioner
Rail - Air - Marine
Public Service Building
Salem, Oregon 97310

NOTED
H. S. COLLIER

Re: PUX 865
In the matter of the application of the State of Oregon by and through its State Highway Commission, for the reconstructing of an undercrossing below the tracks and right-of-way of the Southern Pacific Transportation Company in Washington County

Dear Mr. Topaz:

Enclosed please find an original and four copies of the subject application. I would appreciate your serving the necessary copies on the interested parties and processing the file for an order as quickly as possible.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mlm
Encl.

cc: Messrs. Klaboe, Hart, Johnson, Rulien
Keasey, Litchfield

RECEIVED
FEB 20 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 19 '73
REFER TO
Counties
FOR
Info | ok | file

Tualatin Uxing

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT A RAILROAD-HIGHWAY GRADE
SEPARATION STRUCTURE

1. Name of Applicant: State of Oregon, by and through its State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 366.205 763.040 763.050

3. Location of proposed project: City None

   County Washington.

4. This project will reconstruct a public highway known as Pacific Highway Interstate 5.

5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company (Railroad).

6. At this location the highway will be below (above/below) the railroad tracks.

7. List the proper parties of interest.

   A. Southern Pacific Transportation Co.

   B. Washington County

   C.

   D.

   E.

   F.

8. What is the average annual daily traffic (vehicular) count? 32,000 (1972) 65,000 (1990)

9. What is the average volume of train movements per day?

   Passenger None Switch ? Freight 4

10. The location of the proposed construction is in the NW 1/4 of the NE 1/4 of Section 24, in Township 2 S, Range 1 W, Willamette Meridian.

11. Who will construct the structure?

A. State of Oregon

B. _____

12. Who will pay for such construction?

Name of Party	Percent of Cost
Federal Highway Administration	92
State of Oregon	8

13. Who will maintain the structure?

A. Up to the bottom of the beams except for the expansion bearings _____
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings Southern Pacific Transportation Company

D. Railroad tracks, railroad drainage and all railroad facilities _____
Southern Pacific Transportation Company

14. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the expansion bearings _____
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings Southern Pacific Transportation Co.

D. Railroad tracks, railroad drainage and all railroad facilities _____
Southern Pacific Transportation Co.

15. Is this construction necessary for the service, accommodation, and convenience of the Public? Yes If yes, why? To accommodate the additional lanes necessary for widening and reconstruction of the Pacific Highway I-5 which will provide for increased highway traffic and improve safety.

16. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached sheet for details.)

17. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

Not applicable in this case where we are replacing an existing crossing structure.

18. Other items of construction and cost distribution:

Under "Things to be done by railroad", they should remove and protect communication lines during construction and replace in a permanent location upon completion of construction. They should furnish and place ballast, ties, and track on the revised railroad alignment and remove and salvage the track and ties from the railroad alignment to be abandoned.

WHEREFORE, petitioner prays for an order authorizing the construction of the grade separation, and the allocation of costs thereof in accordance with the provision of this application and for such other order or orders that may be proper in the premises.

DATED at Salem, Oregon, this 1 day of February, 1973

STATE OF OREGON, by and through its State Highway Commission

L. I. Lindas

Assistant Attorney General and Counsel

By _____
JACK L. SOLLIS
Assistant Attorney General

I, W. J. Hart, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

_____
W. J. Hart

STATE OF OREGON)
) ss
County of Marion)

Subscribed and sworn to before me this 1st day of February, 1973.

_____
Jack L. Sollis
Notary Public of Oregon
My Commission Expires: 12/19/76

I certify that the above is a true correct copy of the foregoing application and the whole thereof.

_____
Jack L. Sollis
Assistant Attorney General

7937

George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart

February 6, 1973

To Glen L. Green, Division Engineer
Federal Highway Administration

File 10-35.6

From H. S. Coulter
Assistant State Highway Engineer

Subject S. Tigard - I-205 Interchange Section
Pacific Highway (I-5), Clackamas & Washington Counties
Bridges Nos. 7727A, 7728A, 2259B, 7729A, 2258A, 7494A&B, 2376A, and 7582A

As suggested in your January 23 letter, we have reviewed our estimates on the subject structures. Our current updated estimates are as follows:

Bridge No.		Removal	Detour Structure	Structure Cost	Cost/ft.^{2}	Total
7727A	Bonita Rd.	$ 40,000	$ - - -	$ 367,000	$25.40	$ 407,000
7728A	Upper Boones	40,000	- - -	697,000	27.40	737,000
2259B	Cook R.R.	40,000	- - -	424,000	20.10	464,000
7729A	Lower Boones	10,000	121,000	609,000	21.90	740,000
2258A	Tualatin R.R.	40,000	- - -	436,000	- -	476,000
2376A	Tualatin River	40,000	- - -	535,000	15.40	575,000
7582A	Nyberg Rd.	40,000	46,000	511,000	24.50	597,000
7494A) & B)	Beaver Dam	20,000	- - -	435,000	16.60	455,000
	Total	$270,000	$167,000	$4,014,000	- -	$4,451,000
				+ 20% E & C =		890,000
				Total		$5,341,000

Pile load tests will be called for at three locations--one at the Beaver Dam Bridges on a 16-inch prestressed concrete pile; one at Bonita Road on a 14-inch prestressed concrete pile; and one at the Upper Boones Ferry Road on a steel "H" pile.

The shoulder width on the Beaver Dam structures has been increased to 12 feet.

JMT:dh ia

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 23, 1973

In reply refer to: 10-35.6

FROM : Vernon W. Capps for G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 24 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R ✓ | Sign | Act ✓ | File

SUBJECT: Oregon Project I-5-5(-)
Revised Preliminary Bridge Plans
Bridge Nos. 7727A, 2259B, 7729A, 2258A, 2376A,
7582A, and 7494A & B.

The revised preliminary bridge plans for the S. Tigard Interchange-I-205 Interchange submitted by Mr. Wallace's December 14, 1972 memorandum are approved. The changes involved those required because of a wider freeway median and ditch revisions. In addition, the estimates have been revised or corrected to reflect current costs.

Our only question involves the estimates. Some appear low, especially Lower Boones Ferry overcrossing which appears $100,000 low and Nyberg undercrossing which appears about $50,000 low. The costs of the other structures in this section, including Upper Boones Ferry undercrossing are very minimal. We suggest that you review your figures.

We suggest that provisions be made for test piles on this project, at least for the displacement piling.

The shoulder width of the Beaver Dam Bridges should be increased to 12 ft. to match the guardrail installation.

RECEIVED
JAN 29 1973
BRIDGE DIVISION

1-29-73
1 Jan 6
RID

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

I-5

Salem, Oregon

January 24, 1973

W. E. Schwartz, Region Engineer
P. O. Box 850, La Grande, Oregon 97850

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

Temporary Installation of Median Barrier

On the South Tigard Interchange-East Portland Freeway Interchange Section, Pacific Highway, it is planned to use precast concrete median barrier in two temporary locations during construction staging and then to install it in its permanent position.

In the interest of making the installation and removal from the temporary locations as rapid and economical as possible it is planned to rest the sections on blocks of some material.

The barrier in the Burnt River Canyon was, I believe, set on wooden blocks prior to grouting. In some instances considerable time elapsed between placement and grouting.

During that interval was there any experience of the barrier being struck? If so, were the sections displaced because the support on the wooden blocks did not supply adequate resistance to the strike? In your opinion were the wooden blocks acceptable or would you recommend blocks of some other material; for example, neoprene or styrofoam? Were any problems connected with drainage encountered before the barrier was grouted? If sanding operations were carried on during this time, did the sanding material tend to clog the space between the barrier and the pavement?

Any other comments or recommendations you care to make on this subject would be greatly appreciated.

FET:jh

Hall
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
JAN 24 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to
Bring Up ___/___/___
Other

NOTED
W. E. COLE

7937

730

January 18, 1973

Commander (oan)
Thirteenth Coast Guard District
U.S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Tual R Bridge 2376A

N. Tigard Interchange-Hubbard Interchange
Washington County
Pacific Highway (I-5)
Tualatin River Bridge Widening
Your file 3271, Ser. 19

Reference is made to your January 5 letter in which you requested information concerning the scheduling of the I-5 bridge over the Tualatin River.

State Highway Commission approval for upgrading this section of existing Interstate Route I-5 was given on March 14, 1967 and Federal Highway Administration design approval was given on September 29, 1967. A corridor-design public hearing was held on April 15, 1971 and the final environmental impact statement for this section was approved by the Department of Transportation on December 9, 1971. Federal Highway Administration approval to proceed with the project was given on January 17, 1972.

This project is currently scheduled for contract letting on April 26, 1973. In order to prevent delay, your timely approval for issuance of a permit for the project is requested.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
R. L. Schroeder "
Walt Hart "
L. H. Young "
Victor D. Wolfe "
R. E. Royer "
L. W. Rulien "

JHW:dh ja

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 19
5 Jan 1973

Oregon State Highway Division
Attn: Mr. A. E. Johnson
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Hand R10

Gentlemen:

Your letter of 11 September 1972 has been received, with an application and drawings of a proposed bridge modification for the I-5 bridge over the Tualatin River. The Coast Guard has not as yet completed the determination that the Tualatin River at the bridge site is (or is not) a navigable waterway of the U.S. Your application will be held without action until that determination has been made, at which time a public notice will be issued if the river is found to be navigable.

It is requested that you furnish information concerning the project schedule and when the required hearings (route, corridor, location, design, or other as appropriate) were or will be held. Also, information on the anticipated time of contract award. The Coast Guard does not intend to delay contract award or construction work, and it is understood there is still sufficient time to process your application.

You will be notified as soon as the determination of navigability has been made.

Sincerely,

A C Pearce

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
JAN 10 1973
BRIDGE DIVISION

RECEIVED
JAN 9 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7937

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 17, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

I-5. 8

SUBJECT: Oregon Project ~~I-205-5(-)293~~
Upper Boones Ferry Road Undercrossing - #7728A

Revised preliminary plans submitted with Mr. Wallace's December 14, 1972 memorandum are approved.

RECEIVED
STATE HWY ENGR
JAN 19 '73
REFER TO
FOR
Info | Sys | R/D | D/R | Sign | Act | File

CY - Salt Hunt 1-22-73

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY DIVISION

RECEIVED
DEC 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mac. E.

December 14, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

L. L. Wallace
Bridge Design Engineer

Upper Boones Ferry Rd. Uxing, Br. 7728A
S. Tigard Intch.-E.Portland Fwy. Intch. Section
Pacific Highway I-5
Washington and Clackamas Counties

Enclosed are two prints of drawing 28641 which is the plan and elevation drawing for the subject structure. Also enclosed are two prints of the approved geometric sheet and two copies of a bicycle path study.

Since our April 12, 1971, submittal, the plan and elevation has been revised to a 56-foot roadway with an 8-foot walk on the south side and a 5-foot walk on the north side. Because the median width was changed from 16 feet to 26 feet and the ditch section sections of the freeway were revised, the length of the structure has also been increased.

The estimated cost of the revised structure, based on approximate quantities and including an allowance for engineering and contingencies, is $783,000.

This is being sent to you as a revised preliminary submittal for your approval.

JMT:dh
Enclosure

cc A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog

NOTED
E. S. HUNTER

I-5

Salem, Oregon

January 17, 1973

L. W. Rullen, Region Engineer
P. O. Box 02157, Portland, Oregon 97202

ORIGINAL SIGNED BY
DONALD L. TROUT

for Frank L. Hall
Design Engineer

Right of Way
Upper Boones Ferry Road
So. Tigard Intchg.-E. Portland Freeway Sec.
Pacific Highway I-5

We have adjusted the grade and shifted the alignment of the Upper Boones Ferry Road to match the approaches to the service stations in the southwest quadrant of the interchange as discussed with you and Bob Ewen.

The shift in alignment moves the center line of the Upper Boones Ferry Road six feet northerly which would result in a slope encroachment at the well opposite Station 151+72 unless a wall costing $2,470 is constructed to contain the slopes within the right of way now shown on the right of way map. If an easement for the slopes were to be acquired, the well could be protected with walls costing $1,370.

If the easement can be acquired at a minimal cost, we will furnish a description and protect the well; however, we will proceed with the tentative plan of constructing a wall to contain the fills and unless you ask for the easement, we will finalize the plan on this basis.

FLH:jh
cc: Frank E. Terpin

1 Hall
A. Olson
Terpin
2 Scott
Swensen
K. Olson

RECEIVED
JAN 17 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To _____
Bring Up ____/____/____
Other _____

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JAN 16 1973
FROM FILING

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 12, 1973

Mr. Gregg Smith, Administrator
Housing Division
Commerce Building
Salem, Oregon 97310

Dear Mr. Smith:

Re: So. Tigard Intchg.-E. Portland Freeway Intchg. Section
Pacific Highway I-5

Reference is made to your question regarding the impact that the proposed construction of the subject highway project will have on housing in this area.

The right-of-way needed will include seven houses, twelve trailer court pads, one factory, one service station and one business building. This will affect 23 families and 55 individuals. Attached is a list giving the file number and name as shown on the right-of-way map, a description of the property and number of people affected.

I hope this will answer your questions in this regard. If we can be of any further help, please call.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: E. S. Hunter
L. H. Young
J. R. Oakes

RECEIVED
JAN 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
NOTED
E. S. HUNTER

IMPROVED PROPERTIES

PACIFIC HIGHWAY

File	Name	Bus. or Res.	No. Res.	No. People
46008	Portland Loan Co.	Residence	1 Tenant	6
46016	Turner	Residence	1 Owner	1
46032	Weltons	Factory		
46035	Fullman	Residence	3 Tenants	12
46036	Barker	Residence	5 Tenants	11
46043	Worth	Business (S.S.)		
46044	Herbol	Trailer Court (6 Pads)	4 Tenants	5
46045	Fleming	Trailer Court (6 Pads)	6 Tenants	8
46046	Samuel	Business		
46051	Dagsland	Residence	1 Owner	3
36033	S.P R.R. Co.	Residence	1 Tenant	4
46785	Lovelace	Residence	1 Tenant	5
Nine files have residents			23 Families	55 Individuals

1 Hall
2 A. C'son
3
RECEIVED
JAN 1 0 1972
DESIGN SECTION
Requires Reply ☐
Requires Approval ☐

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

January 9, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. E. A. Kendrew
Assistant Engineer

RE: Disposition of Spring
Cook Overcrossing
S. Tigard Interchange-E. Portland
Freeway Section
Pacific Highway
Washington County
Your File: 322
0-0-70-15

Gentlemen:

NOTED
F. B. KLABOE

The reconstruction of the above-captioned section will require the abandonment of the water supply facilities which occupy your property in this area. You will find attached two prints entitled "Vicinity Map, Spring Water Source, Tigard Interchange-I-205 Sec., Vicinity Cook Overcrossing", dated December, 1972.

The water lines as they presently exist are no longer needed, and evidence of the owners agreement to abandon these lines will be supplied in due course. You will note that we propose to separate railroad and highway drainage. For railroad drainage we propose to construct a manhole in the existing 18-inch pipe under your tracks, connect the spring box to the manhole with a 12-inch perforated pipe, and carry the water through an 18-inch outfall pipe to the creek outside the toe of our proposed fill slope. Highway drainage will consist of extending the 18-inch corrugated metal pipe and installation of a perforated drainage system in the lower portions of the creek area. Please review this plan and advise of any changes you wish made so that they may be incorporated into the final construction plans.

In earlier correspondence, I indicated that it would be necessary to relocate the spur track serving property immediately west of the freeway and south of your tracks. Please include your plan and estimate for this work in the construction agreement.

We propose to open bids for this project on April 26, 1973. Therefore, it is quite important that we have our agreement executed prior to that date. I should like you to review your file and advise of any material you need from me so that you may complete the preparation of this agreement. Application to the PUC for this project will be submitted in the near future. Preliminary plans will be submitted to you as soon as they are available.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Attach.

cc: Southern Pacific - San Francisco

bc: ~~F.~~ B. Klaboe
W. J. Hart
F. L. Hall
L. H. Young
J. L. Sollis
L. W. Rulien
R. T. Ewan
R. H. Rumbolz

RECEIVED
STATE HWY ENGR
JAN 10 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DISTRIBUTED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 14, 1972

NOTED
A. E. JOHNSON

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

L. L. Wallace
Bridge Design Engineer

Upper Boones Ferry Rd. Uxing, Br. 7728A
S. Tigard Intch.-E.Portland Fwy. Intch. Section
Pacific Highway I-5
Washington and Clackamas Counties

Enclosed are two prints of drawing 28641 which is the plan and elevation drawing for the subject structure. Also enclosed are two prints of the approved geometric sheet and two copies of a bicycle path study.

Since our April 12, 1971, submittal, the plan and elevation has been revised to a 56-foot roadway with an 8-foot walk on the south side and a 5-foot walk on the north side. Because the median width was changed from 16 feet to 26 feet and the ditch section sections of the freeway were revised, the length of the structure has also been increased.

The estimated cost of the revised structure, based on approximate quantities and including an allowance for engineering and contingencies, is $783,000.

This is being sent to you as a revised preliminary submittal for your approval.

JMT:dh
Enclosure

cc A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog

RECEIVED
DEC 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE ENGINEER

OREGON STATE HIGHWAY DIVISION

RECEIVED
DEC 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 14, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

L. L. Wallace
Bridge Design Engineer

Bonita Rd. Uxing, Br. 7727A
Cook Oxing of SPRR, Br. 2259B
Lower Boones Ferry Rd. Oxing, Br. 7729A
Tualatin Uxing of SPRR, Br. 2258A
Tualatin River Bridge, Br. 2376A
Nyberg Rd. Intch., Br. 7582A
Beaver Dam Bridges, Br. 7494A and B
S. Tigard - I-205 Intch. Sec., Pacific Hwy. I-5
Clackamas and Multnomah Counties

Enclosed are two prints each of the plan and elevation drawings for the subject structures. Your letter of December 2, 1971, approved the widening of the freeway median to 26 feet. This required wider structures at Cook Oxing, Lower Boones Ferry Road Oxing and the Tualatin River Bridge. Bonita Road Uxing was lengthened because of the wider median and a change in the freeway ditch section. Tualatin Uxing of SPRR, Nyberg Road Intch., and Beaver Dam Bridges have remained basically the same as previously approved.

In your December 2, 1971, letter you commented that revised preliminaires would not be required. These prints are being sent to you for your information and to update our preliminary estimates due to increased construction costs and revised structure lengths and widths. The current estimates, based on approximate quantities and including an allowance for engineering and contingencies, are as foTlows:

Bonita Road	$430,000
Cook Oxing	459,000
Lower Boones Ferry	720,000
Tualatin RR	513,000
Tualatin R.	595,000
Nyberg Rd.	622,000
Beaver Dam Bridges	535,000

NOTED
E. S. HUNTER

JMT:dh
Enclosure
cc A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog

-7937

5h

12-12-72

December 14, 1972

City of Tualatin
City Hall
Tualatin, Oregon 97062

Attention: Yvonne L. Addington
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4629

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering removal of septic tank drainage fields of two trailer courts on South Tigard Interchange-East Portland Freeway Interchange Section of Pacific Highway in Washington and Clackamas Counties.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc David Moehring
Attn: Phil Preston

RECEIVED
DEC 1 - 1972
HWY PLANS

7937

November 30, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Agreement with the City of Tualatin
South Tigard Interchange - East Portland
Freeway Interchange Section
Pacific Highway
(File Nos. 46044 and 46045)

In order to construct a South Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway, Washington and Clackamas Counties, it is necessary to remove the septic tank drainage fields of two trailer courts. We have reached agreement with the City of Tualatin as follows:

The work consists of constructing approximately 2500 feet of 8-inch and 900 feet of 10-inch sanitary sewer including nine manholes and revising the sewer distribution system in the trailer courts to allow the sewage to flow into the sanitary sewer lines described above.

The State will pay the sewer connection charges for all the dwellings and trailer spaces in the parks which are served by the sanitary sewer, estimated to cost $35,000. The City will furnish the State a ten-year refund agreement which will provide for reimbursement to the State for a proportionate share of the cost of the construction of the sanitary sewer as other properties are connected to these facilities. The refund to the State is estimated to be $30,000.

The State also agrees to retain Cornell, Howland, Hayes & Merryfield as consultants to furnish the engineering services necessary to design and construct the sanitary sewer. This work will be subject to State approval and covered by a separate agreement with CH2M.

This work has been tentatively approved by the Federal Highway Administration and is estimated to cost $130,000 less the refund of $30,000, for a net cost to the State of $100,000.

The work covered by this agreement provides a solution at the least cost of any of the alternate methods considered.

The matter will be on the agenda for your consideration at the December 12 meeting. We recommend your approval and request authority for the Secretary to sign the agreement on your behalf.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
D. H. Moehring
R. L. Schroeder
E. S. Hunter
V. E. Skoog
T. W. Litchfield
H. S. Cox
Gary Ross
Gary Sund
L. W. Rullen

PGP:jly : dps

FORM E-20-X (12-67)

7937

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1972

SUBJECT: South Tigard Intchge-East Portland Freeway Intchge Section
Pacific Highway (I-5)
Washington & Clackamas Counties

To:
Mr. Walter J. Hart
Bridge Engineer
B u i l d i n g

Attention: Mr. Leonard L. Wallace

The subject project has been re-evaluated to justify widening the proposed 5-foot sidewalks on structures to 8 feet to facilitate a future bicycle route. In view of the 10-foot shoulders and 5-foot sidewalks on both sides of these facilities, it is felt the Upper Boones Ferry Road structure is the only facility that would be justifiable to widen to 8 feet. As shown on the attached map, this facility has the potential for tying in the future state bicycle route along with an existing bike route constructed by Clackamas County on Country Club Road near the new Lake Oswego High School and other potential routes from the Oswego area.

Also attached are maps indicating the proposed future bicycle routes and a Federal-aid sheet showing the appropriate layout for the bicycle trail along Upper Boones Ferry Road together with a letter from Clackamas County supporting this facility.

Victor D. Wolfe
Location Engineer

By _____ NOTED E. S. HUNTER

James D. McClure
Bicycle Route Engineer

JDM:jp
Attach
cc: E.S. Hunter
Frank Hall

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 13, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)293
S. Tigard Interchange-E. Portland Freeway Interchange
Bonita Road, Upper Boones Ferry Road and Nyberg Road
Undercrossing Structures

Mr. Wallace's June 9, 1972 letter requested approval of a change to increase the proposed walk width on one side of the subject structures to eight feet in order to provide a combination bicycle-sidewalk as recommended in a recent bicycle path study. A copy of the bicycle path study along with appropriate layouts is requested so that your request can be given proper consideration.

6-15-72

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

6-20-72
Vic Wolfe
Ok with me
to Wallace for a reply
request. ESH

cc Wallace

RECEIVED
JUN 20 1972
LOCATION
SECTION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

May 8, 1972

Mr. Jim McClure
Bicycle Paths & Pedestrian
Way Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Jim:

RE: I-5 INTERCHANGE - UPPER BOONES FERRY ROAD

Please be advised that Clackamas County has reviewed the plan regarding the structure and interchange of Upper Boones Ferry Road at I-5.

In light of the emphasis being placed on pedestrian walk-ways and bicycle paths, Clackamas County certainly does not object to the inclusion of a pedestrian walk-way on this proposed structure and the extension of that walk-way on the approach ramps to the structure.

On the basis of land use within Clackamas County, the logical location for this sidewalk area is on the south side of the structure. Therefore, Clackamas County requests that any walk-way incorporated within the structure over I-5 be located on the south side of the said structure.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK/mak

RECEIVED
MAY 9 1972
LOCATION SECTION

NOTED

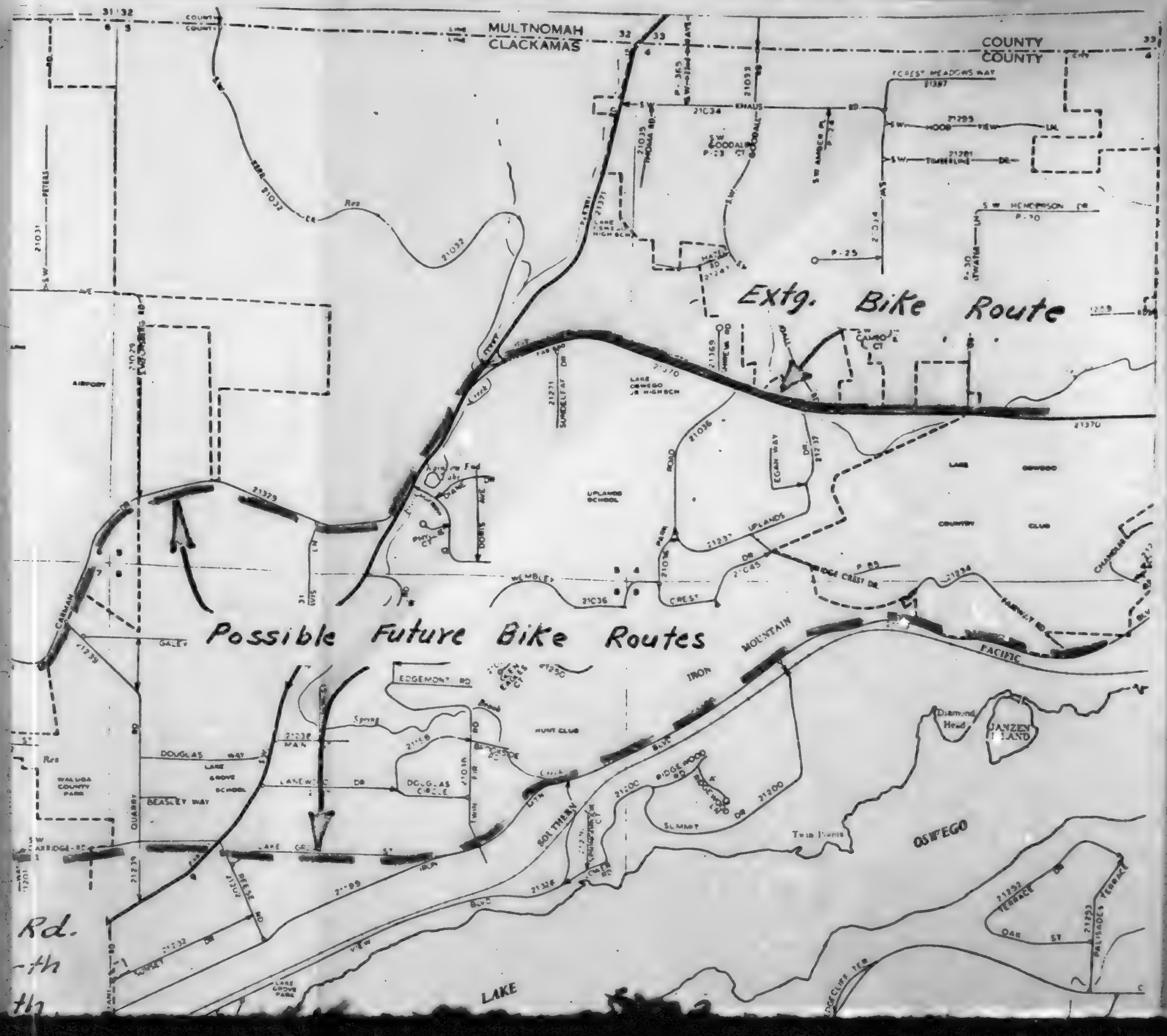
th
Sheet

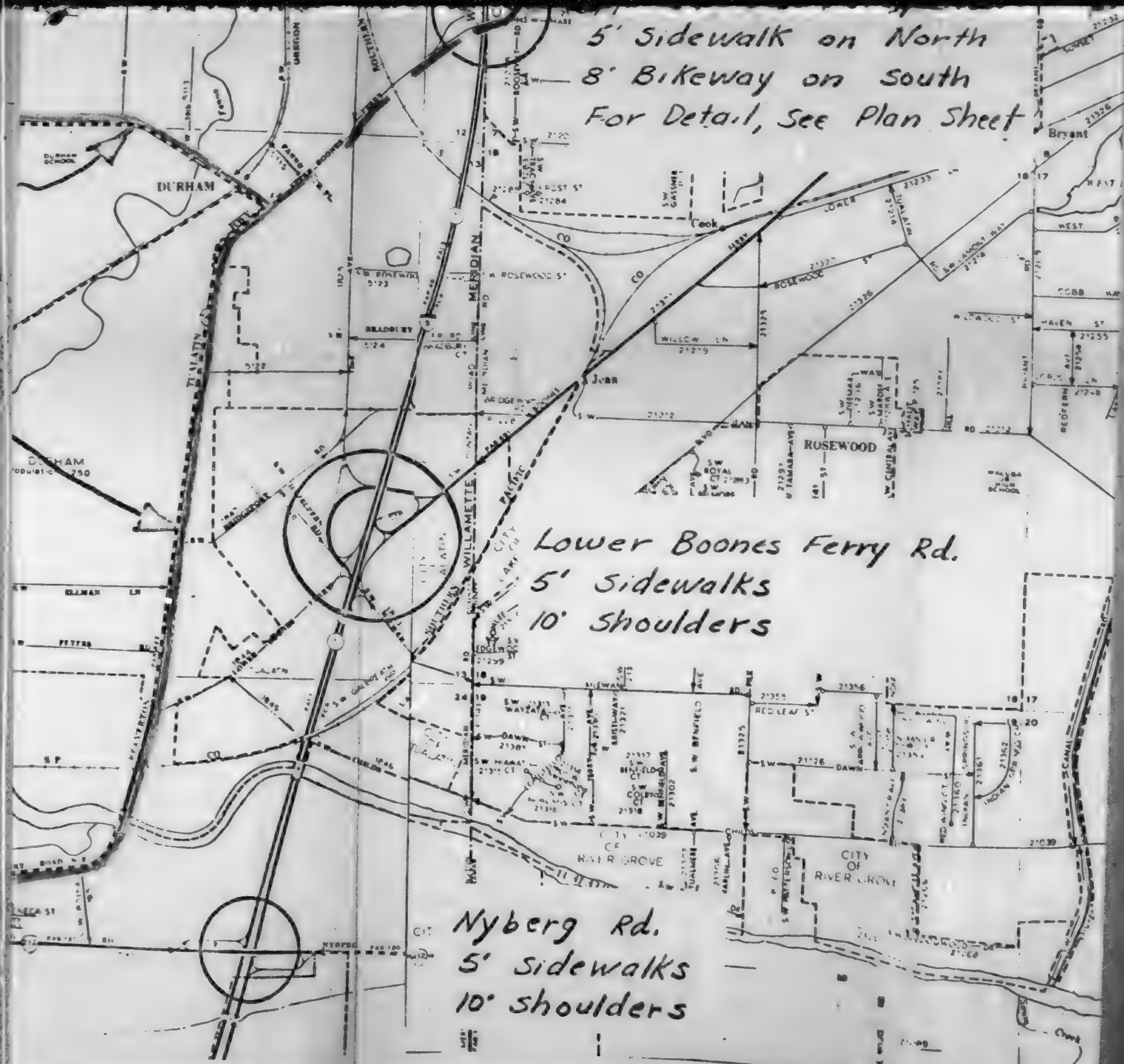
PROPOSED BIKEWAYS
S. Tigard Intchge - E. Portland Fry Intchge.
Pacific Hwy (I-5)
Washington & Clackamas Counties

Extg. Bike Route

Possible Future Bike Routes

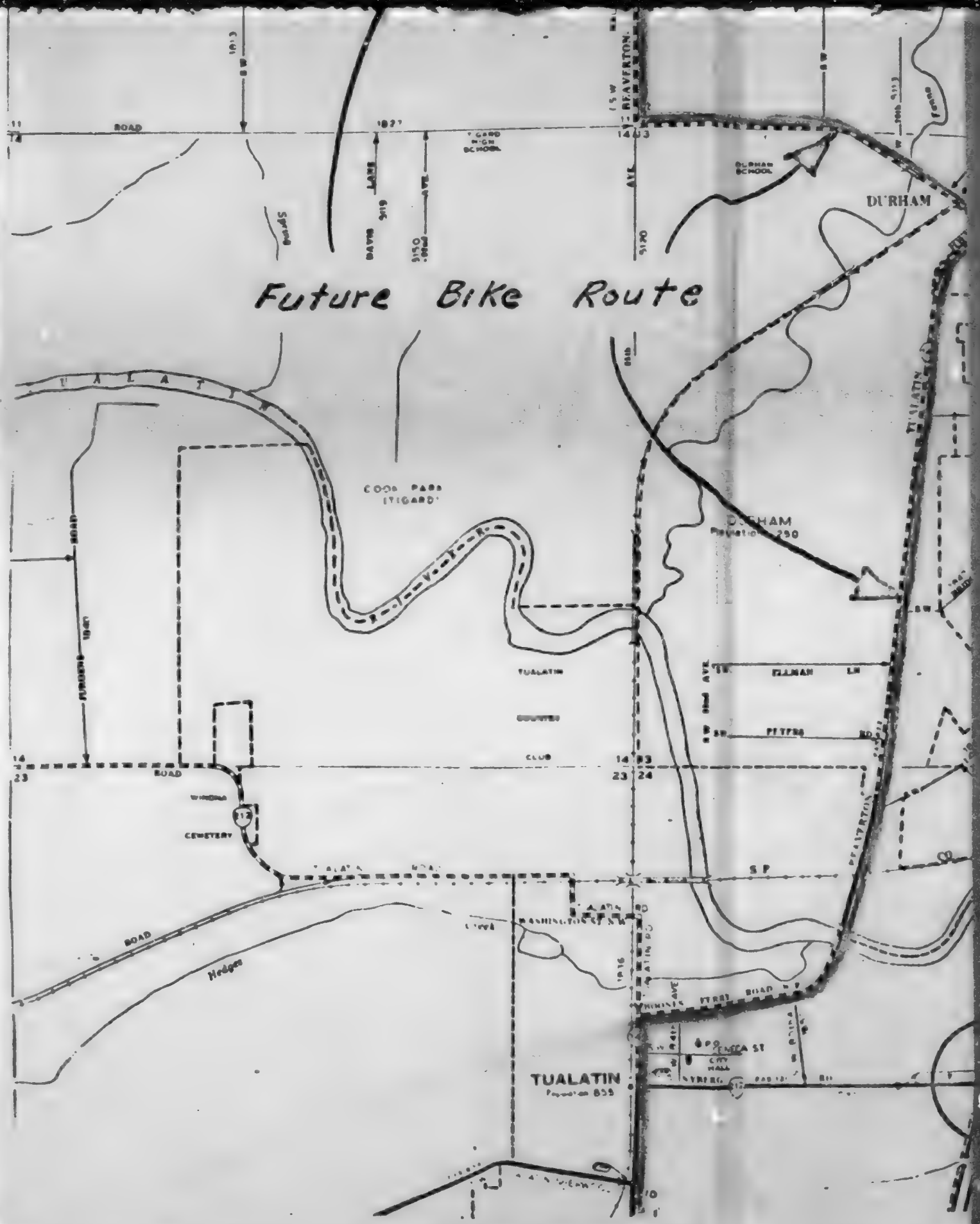
Rd.
-th
th
Sheet

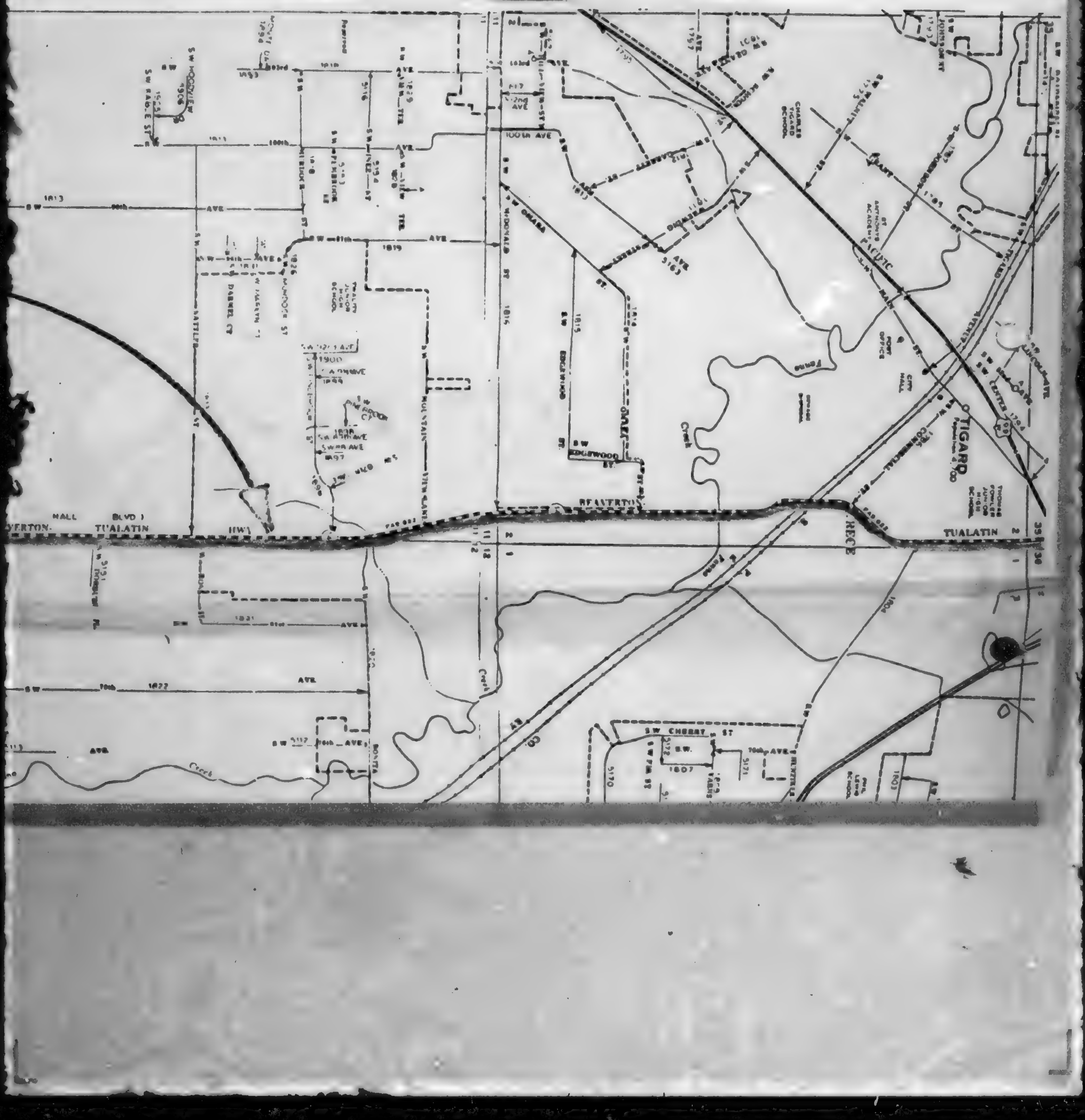

MULTNOMAH
CLACKAMAS
COUNTY
COUNTY
Extg. Bike Route
Possible Future Bike Routes
Rd.
-th
th


5' Sidewalk on North
8' Bikeway on South
For Detail, See Plan Sheet
Lower Boones Ferry Rd.
5' Sidewalks
10' Shoulders
Nyberg Rd.
5' Sidewalks
10' Shoulders
DURHAM
ROSEWOOD
CITY OF RIVER GROVE
Bryant
Cook
Joan
WILLAMETTE
PACIFIC

Bonita Road
5' Sidewalks
10' Shoulders

Upper Boones Ferry Rd.
5' Sidewalk on North
8' Bikeway on South


Future Bike Route
DURHAM
TUALATIN
TUALATIN
CEMETERY
CLUB
ROAD
Hedges
SW BEAVERTON-TUALATIN HWY
SW PETTYGROVE RD
SW FISHMAN LN
SW MARTINAZZI AVE
SW MONROE ST
SW CENTER ST
CITY HALL
SW 124TH AVE
SW 115TH AVE
SW 108TH AVE
SW 105TH AVE
SW 95TH AVE
SW 90TH AVE
SW 85TH AVE
SW 82ND AVE
SW 80TH AVE
SW 75TH AVE
SW 72ND AVE
SW 65TH AVE
SW 60TH AVE
SW 55TH AVE
SW 50TH AVE
SW 45TH AVE
SW 40TH AVE
SW 35TH AVE
SW 30TH AVE
SW 25TH AVE
SW 20TH AVE
SW 15TH AVE
SW 10TH AVE
SW 5TH AVE


HALL BLVD
TUALATIN
HWY
TIGARD
TUALATIN
BEAVERTON
SW CHERRY ST
100th AVE
Creek

CLACKAMAS COUNTY
WASHINGTON COUNTY

ROOSEVELT AVE

N. 1°16'40" E.

"CU" LINE

"AU" LINE

"UB" LINE

S 19°45'30"

S 18°10'00" E.

S 17°00'00" E.

S 21°44'20" E 20.1

"CU" 143+11.89 P.C.

"CU" 144+16.50 P.C.S.

"CU" 146+06.50 P.T.

"AU" 147+98.00 P.O.S.
"UB" 149+04.00 P.O.T.

"AU" 152+33.75 P.S.C.

"AU" 154+02.08 P.C.S.

"AU" 149+92.28 P.T.

"AU" 149+93.75 P.S.

"AU" 147+42.28 P.C.S.

"AU" 145+98.22 P.S.C.

"AU" 143+48.22 P.S.

"AU" 143+15.10 P.S.C.

"AU" 143+01.96 P.T.

"AU" 140+01.96 P.C.S

"AU" 139+39.00 P.S.C.

"LS" 145+43.06 P.O.T.
"UB" 145+43.00 P.O.C.

"LS" 140+48.28 P.O.T. BK.
"LS" 140+65.10 P.S. AH.

"LS" 143+15.10 P.S.C.

"LS" 143+48.22 P.S.

"LS" 143+01.96 P.T.

"AU"
4°30'00" C.R
Ta 16°20'00"
Ts 333.07'
2-300' Sps
S 6°45'00"
a 1.5

EQUA. "LS" 140+65.10

"LS"
250' Sp.
S 0°32'30"
a 0.2

"AU"
10°00'00" C.L
Ta 39°24'20"
Ts 331.61'
2-250' Sps.
S 12°30'00"
~4.0

"AU"
6°00'00" C.R
Ta 24°30'00"
Ts 307.82'
2-240' Sps
S 7°12'00"
a 2.5

"LS"
0°30' C.R
Ta 16°10'00"
Ts 1752.51'

4600 ADT

4300 ADT

Bikeway

FERRY RD.

S.P.R.R.

72nd. AVE. S.W.

A

A

Bikeway

9'

8'

10'

12'

Asph Conc. Walk
@ 8' Min, Min Thkn 2"

Type "C" Curb

SECT. A-A

TERCHANGE

T.2S., R.1E., W.M.

S. TIGARD INTCHGE - EAST PORTLAND FRWY. INTCHGE. SEC. PACIFIC HIGHWAY WASHINGTON & CLACKAMAS COUNTIES				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

"CU" 19°00'00" C.R. Ta 37°55'30" Ts 111.69' Ls 191.92' 190' Sp. S 18°03'00" a 10.0

"R" 67.00' R 3rd C.L. Ta 70°39'25" Ts 47.49'

"R" 30°00' C.R. Ta 30°40'00" Ts 52.37

"R" 8-34.14 P.C.

"R" 6-24.70 P.T.

"UB" 141+64.62 P.T.

HARRINGTON AVE

"R" 5-22.48 P.C.C.

"CU" 140+38.29 P.O.C.

"R" 9-16.76 P.T.

"CU" 2°00'00" C.L. Ta 7°32'00" Ts 288.64' 2-200' Sp. S 2°00'00" a 1.0

"CU" 149+07.37 P.S.

"CU" 151+07.37 P.S.C.

"CU" 152+84.04 P.C.S.

"CU" 154+84.04 P.T.

N 1°16'40" E.

ROOSEVELT AVE

S 19°45'30"

20:1

"CU" LINE

CLACKAMAS COUNTY

WASHINGTON COUNTY

"CU" 144+16.30 P.C.S.

"CU" 146+06.50 P.T.

"CU" 143+11.89 P.C.

S 18°10'00" E.

"UB" LINE

S 21°44'20" E. 20.1

"AU" LINE

"AU" 147+98.00 P.O.S.

"UB" 149+04.00 P.O.T.

S 17°40'00" E.

"AU" 152+33.75 P.S.C.

"AU" 154+02.08 P.C.S.

"AU" 149+92.28 P.T.

"AU" 149+93.75 P.S.

"Ls" 0°30' C.R. Ta 16°10'00" Ts 1752.51'

"AU" 6°00'00" C.R. Ta 24°30'00" Ts 307.82 2-240' Sps S 7°12'00" a 2.5

BikeWay

"AU" 139+39.00 P.S.C.

"AU" 140+01.96 P.C.S.

"AU" 140+48.28 P.O.T. B.K.

"Ls" 140+65.10 P.S. Ah.

"Ls" 140+ / 140+ Equiv. 1's

"AU" 143+01.96 P.T.

"Ls" 250' Sp. S 0°32'30" a 0.2

"Ls" 143+15.10 P.S.C.

"AU" 143+48.22 P.S.

"Ls" 145+43.06 P.O.T.

"UB" 145+43.00 P.O.C.

"AU" 145+98.22 P.S.C.

"AU" 147+42.28 P.C.S.

43.00 N DT

"AU" 10°00'00" C.L. Ta 39°24'20" Ts 331.61 2-250' Sps. S 12°30'00" a 4.0

"AU" 4°30'00" C.R. Ta 16°20'00" Ts 333.07' 2-300' Sps S 6°45'00" a 1.5

FERRY RD.

SP.R.R.

BOONES

"UB" 136+26.29 P.C.

"CU" 3°00'00" C.L. Δ 16°56'20" Ts 404.56' 2-240' Sps. S 3°36' a 1.25

"CU" 133+71.76 P.S.

"CU" 136+11.76 P.S.C.

"CU" 139+39.69 P.C.S.

"UB" 0°30' C.R. Δ 2°41'30" Ts 269.21'

"CU" 143+11.89 P.C.

S 18°10'00" E

"CU" LINE

"UB" LINE

"AU" LINE

"L" 130+00.00 P.O.T. "CU" 130+00.00 P.O.T. (39'Lt)

S 1°13'40" E

S 1°14'20" W

S 5°24'20" W.

"L" 134+54.00 P.O.T. "AU" 134+54.00 P.O.T. (89'Rt.)

"AU" 136+39.00 P.S.

"AU" 139+39.00 P.S.C.

"AU" 140+01.96 P.C.S.

"L" 140+48.28 P.O.T. BK. "L" 140+65.10 P.S. Ahd.

EQUIA.

"L" 143+01.96 P.T.

"L" 250' Sp. S 0°32'30" a 0.2

"AU" 4°30'00" C.R. Δ 16°20'00" Ts 333.07' 2-300' Sps. S 6°45'00" a 1.5

"L" 143+15.10 P.S.C.

"AU" 143+48.22 P.S.

S 21°44'20" E 20.1

"AU" 145+43.06 P.O.T.

"UB" 145+43.00 P.O.C.

"AU" 145+98.22 P.S.C.

"AU" 147+98.00 P.O.S.

"UB" 148+04.00 P.O.T.

S 17°40'00" E

"AU" 147+42.28 P.C.S.

4300 N DT

"AU" 10°00'00" C.L. Δ 39°24'20" Ts 331.61 2-250' Sps. S 12°30'00" a 4.0

"AU" 149+92.28 P.T.

"AU" 149+93.75 P.S.

FERRY RD.

N 1°16'40" E

ROOSEVELT AVE

"CU" 144+16.50 P.C.S.

"CU" 146+06.50 P.T.

S 19°45'30"

20:1

"CU" 151+07.37 P.S.C.

"CU" 152+84.04 P.C.

Ts 288.64 2-200' Sp. S 2°00'00" a 1.0

"CU" LINE

67.00' Rad. Δ 70°39'25" T 47.49'

"P" 6+24

"P" 5+22

TARRING

"CU" 141+07.37 P.S.

S 35° E

S 55° E

"CU" 139+76.39 P.T.

"CU" 143+11.89 P.C.

"CU" 146+06.50 P.T.

"AU" 147+98.00 P.O.S.

"UB" 148+04.00 P.O.T.

"AU" 149+92.28 P.T.

"AU" 149+93.75 P.S.

"AU" LINE

Bikeway

Asph Conc Walk Cl 'B' Mix, Max Thick 2"

Type 'C' Curb

SECT. A-A

UPPER BOONES FERRY ROAD INTERCHANGE

T.2S., R.1E., W.M.

.7937 S. Tigard Int.-E. Ptld. Fwy. 1973
. Int. Sec. of the Pac. Hwy.
. (Grad.,pav.,struct.,sign. & illum) #1

C&A 4114 - 11-27-70
" 4347 - 10-21-71
" ~~4607~~
" 3640 - 11-14-68

Hearing Legal 4-15-71

Cut - Insulation R.

Claims

RECEIVED
FOR FILING
7937

September 11, 1972

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

557

Attention Chief, Aids to Navigation Branch

Dear Sir:

South Tigard Interchange-Tualatin
River Section
Tualatin River Bridge Widening
Pacific Highway I-5
Clackamas and Washington Counties
Bridge No. 2376A

Your letter of May 23 indicates that you have not determined navigability of the Tualatin River in Oregon and are continuing a study which may eventually lead to a decision that the river is navigable. The letter further suggests that a permit application be made in the customary form to cover the possibility of the river being determined navigable.

An application is hereby made by the Highway Division of the State of Oregon, Salem, Oregon, for approval by the Commandant of the Coast Guard of plans for widening the existing Tualatin River Bridge on Interstate Highway 5 across the Tualatin River south of Portland, Oregon, 11.5 miles above the mouth of the waterway.

The proposed construction includes replacement of the beams and deck of the existing bridge in addition to the widening. Original tracings of Sheets 1 through 3 together with four prints of each sheet are enclosed. Legal authority for the structure is found in the General Bridge Act of 1946, amended. Enclosed are four certified copies of an excerpt from the minutes of the March 14, 1967 Oregon State Highway Commission meeting directing the Highway Engineer to proceed with construction of the project.

The project will be financed with State and Federal funds.

The existing structure was constructed in 1953, at which time the river was not considered navigable and a permit was not required.

The completed structure will be 260 feet long and will consist of three spans (80 feet, 100 feet, and 80 feet) with a variable roadway of 127 feet, 1-3/4 inches at the north end and 134 feet, 3-3/8 inches at the south end.

Proposed clearances are shown on Sheet 3 of 3. Clearances during construction will be as shown on Sheet 3 of 3.

This project does not involve lands covered by Section 4 (f) of the Department of Transportation Act. There are no historic sites on or proposed for the National Register in the project area, nor will the proposed construction affect any wildlife refuges, feeding or nesting grounds. There will be no park or recreation areas involved.

Attached is a final environmental statement which has been written in compliance with the Environmental Policy Act of 1969 and presents the following points:

(a) The environmental impacts will be increased safety and mobility to the road user, disruption to present nodes of commercial and residential traffic, disruption of natural vegetation, and right-of-way acquisition involving adjacent properties and buildings. The impact of this project on the community will not be particularly disruptive. Since the existing four lanes already serve as a divider, adding two lanes will not materially amplify the dividing effect. This project is not expected to generate any notable increases in traffic; therefore, no increase in noise levels or air pollution are anticipated.

(b) The adverse environmental effects which cannot be avoided should the proposal be implemented

are the acquisition of adjoining property for right-of-way and the removal of buildings thereon, the disruption of the landscape and vegetation, and alterations to driveways and property.

(c) Alternatives to the proposal include building an new paralleling freeway, which is prohibited by increased adverse social and economic impacts. The only other alternative is the "do nothing" alternative which would continue the present level of service, and this would deteriorate in the foreseeable future as development of the region increases and traffic levels rise. The "do nothing" alternative was, therefore, rejected as being unrealistic. In addition, this section will connect to a previously constructed six-lane facility which extends from the Hubbard Interchange northerly.

(d) The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity involves the future growth pattern of the Tigard-Tualatin community, well established by present developments including Interstate 5. The highway improvement can only enhance the potentials. Dispersal of commercial developments towards industrial parks is evident in this community. A modern traffic facility is the lifeline of commerce for their products and their employees.

(e) Irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented include lands required for roadways and slopes and materials used for construction. In addition, human resources and public funds will be committed to the project. The latter, however, returns in time to benefit the road user and residents of the community.

There will be no additional constriction on the river by pier placement. All water quality specifications

concerning work on or over streams sufficient to satisfy the requirements of the Department of Environmental Quality will be included in the construction contract and enforced during its life.

Liaison activity carried on by field personnel during the period of planning and negotiating for all aspects of this proposal have not revealed any controversial issues with local administrative bodies.

It is requested that the Coast Guard advise the applicant of any requirements for navigation lights on this project.

Your approval of this permit is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter (enc.)
R. L. Schroeder "
Walt Hart
L. H. Young "
Victor D. Wolfe "
R. E. Royer "
L. W. Rulien "
L. L. Wallace
J. M. Tindall

DOC:ag ja

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 389
23 May 1972

Oregon State Highway Division
Attn: Mr. R. L. Schroeder
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

In further reply to your letter of 7 April 1972, concerning the South Tigard to I-205 Section of Interstate Highway 5 and the Tualatin Bridge No. 2376A - an investigation of the Tualatin River in Oregon has revealed the U. S. Army Corps of Engineers has declared it to be a navigable water of the United States. A copy of this decision is enclosed for your information. The Coast Guard normally accepts the navigability decisions issued by the Corps of Engineers and, in this instance, it is suggested you submit an application for the proposed modification on the I-205 bridge over Tualatin River.

The Coast Guard is continuing an independent study of navigability which could eventually lead to a Coast Guard decision that the Tualatin River or parts of it are not navigable waters of the United States insofar as Coast Guard areas of jurisdiction are involved. It is not uncommon for the Coast Guard and Corps of Engineers to establish differing views on determinations of navigability. As considerable additional time may be necessary to complete this independent study, it is believed that the processing of a bridge permit application concurrent with the navigability study by this office will be the least time consuming for the Oregon State Highway Commission.

The list of rivers in enclosure 1 extends the limits of navigability over many other rivers in Oregon. Until such time as the Coast Guard study of navigability has been completed on all of these rivers, it is suggested that you consider a permit is required for all new bridges or modifications to existing bridges and accordingly make application in the customary form.

Sincerely,

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1972
BRIDGE DIVISION

Encl: (1) Portland Dist.CofE Public Notice, 17 Mar 1972

NOTED
R. L. SCHROEDER

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-ML-P

17 March 1972

PUBLIC NOTICE
DECLARATION OF NAVIGABLE WATERS OF THE UNITED STATES

On 8 February 1972 the Office of the Chief of Engineers, at the request of the Portland District and with the concurrence of the North Pacific Division, has declared the following waters to be Navigable Waters of the United States, and thus subject to all Federal Laws and Regulations pertinent to the same, and found on page two of this notice.

Oswego Lake - in its entirety.

Oswego Canal - 1.5 miles in length between Oswego Lake and the Tualatin River.

Tualatin River - for a distance of 56.8 miles from its mouth to Cales Creek.

Dairy Creek - for a distance of 8.3 miles from the Tualatin River to the Verboort Road Bridge.

Yamhill River (South) - for a distance of 5.6 miles from the Yamhill River to the Three Mile Lane Bridge.

Yamhill River - navigable length extended from mile 11.2 to the confluence of the North and South Yamhill Rivers.

Umpqua River - navigable length extended to 122.2 miles from the Pacific Ocean to the I-5 Bridge at Roseburg.

These are in addition to or extensions of those waters currently recognized as navigable waters of Oregon and Washington within the Portland District Corps of Engineers.

RECEIVED
JUN 1 1972
BRIDGE DIVISION

ENCLOSURE (1)

NPPND-ML-P

The following are extracts from the River & Harbor Act approved March 3, 1899 (Laws for the Protection and Preservation of the Navigable Waters of the United States).

Section 10. "* * * it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, * * * except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the War prior to beginning the same (30 Stat. 1151; 33 U.S.C. 403)."

Section 13. "That it shall not be lawful to throw, discharge, or deposit, or cause, suffer, or procure to be thrown, discharged, or deposited either from or out of any ship, barge, or other floating craft of any kind, or from the shore, wharf, manufacturing establishment, or mill of any kind, any refuse matter of any kind or description whatever other than that flowing from streets and sewers and passing therefrom in a liquid state, into any navigable water of the United States, or into any tributary of any navigable water from which the same shall float or be washed into such navigable water; and it shall not be lawful to deposit, or cause, suffer, or procure to be deposited material of any kind in any place on the bank of any navigable water, or on the bank of any tributary of any navigable water, where the same shall be liable to be washed into such navigable water, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed, * * * (30 Stat. 1152; 33 U.S.C. 407)."

Ronald A Borrello

RONALD A. BORRELLO
Major, CE
Acting Chief, Navigation Division

RECEIVED
JUN 1 1972
BRIDGE DIVISION

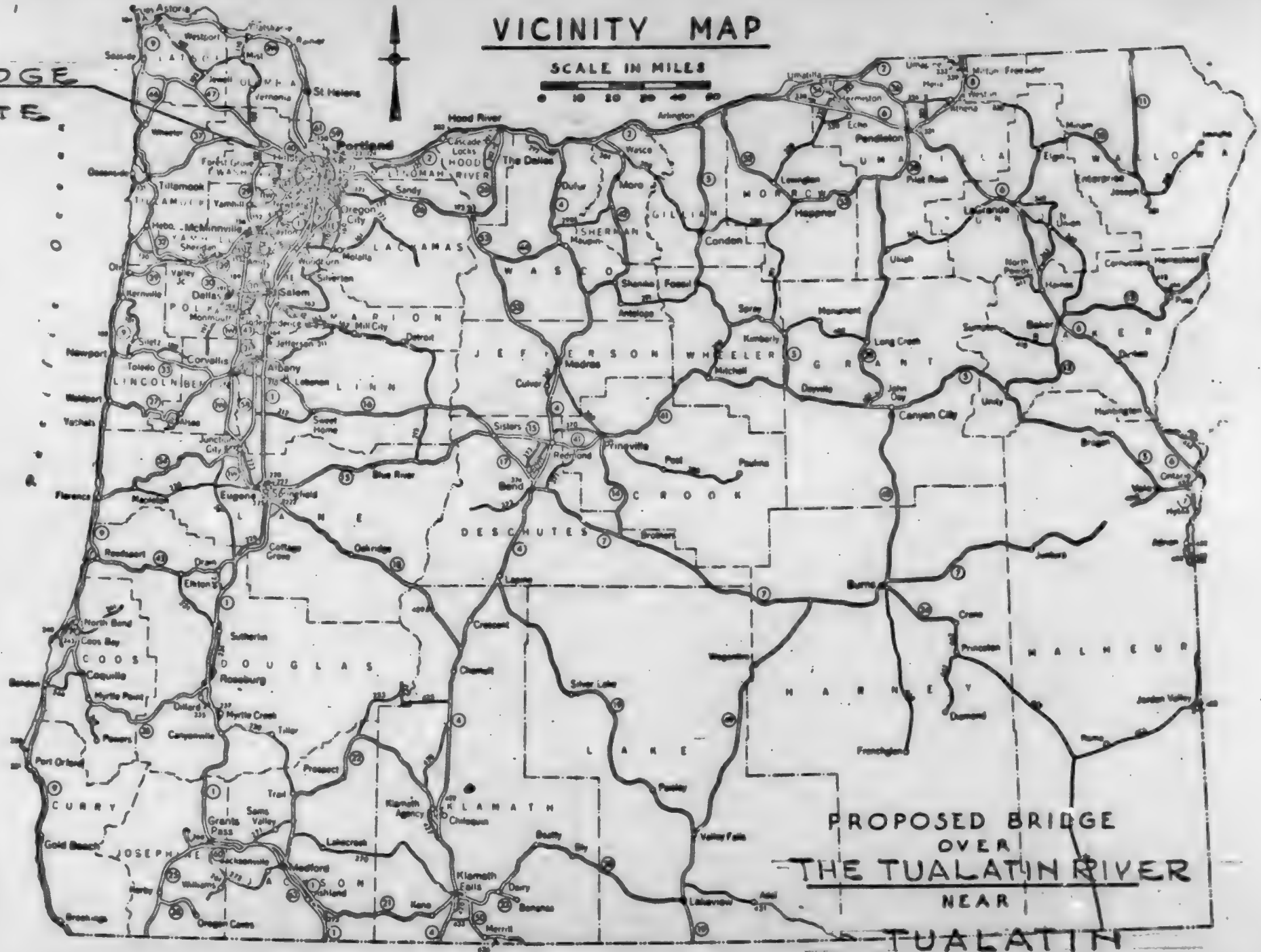
ENCLOSURE (1)

VICINITY MAP

SCALE IN MILES

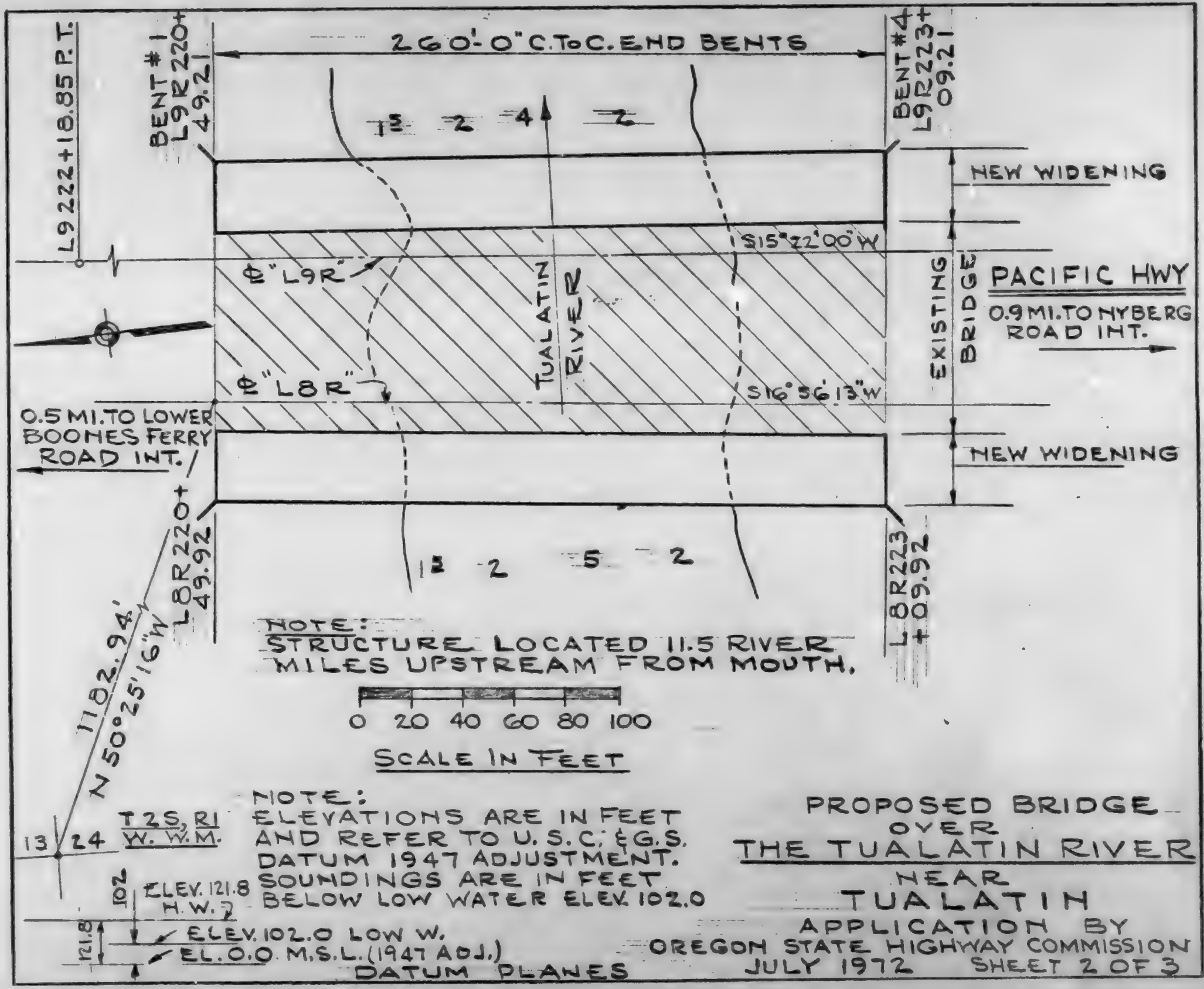
0 10 20 30 40 50

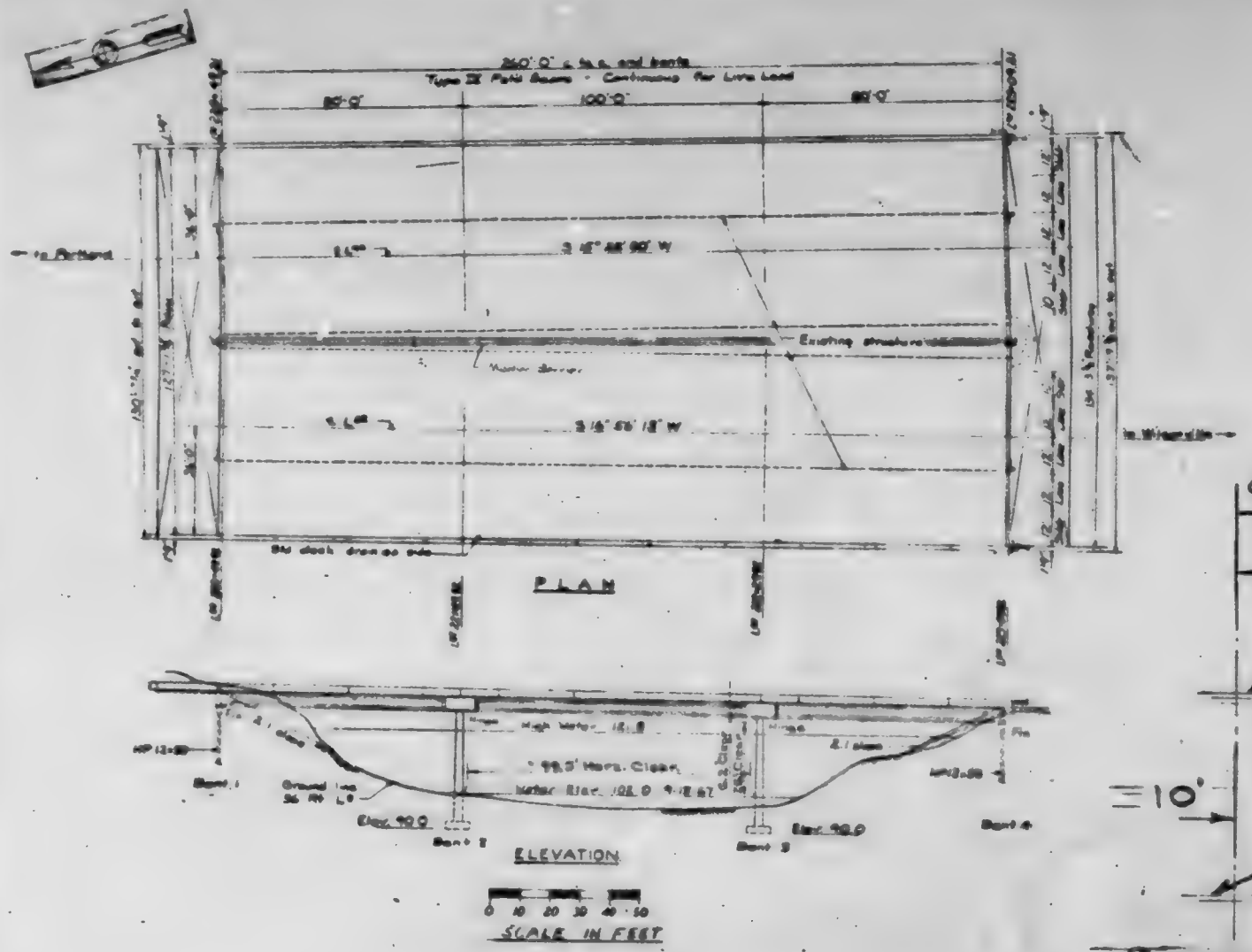
BRIDGE SITE



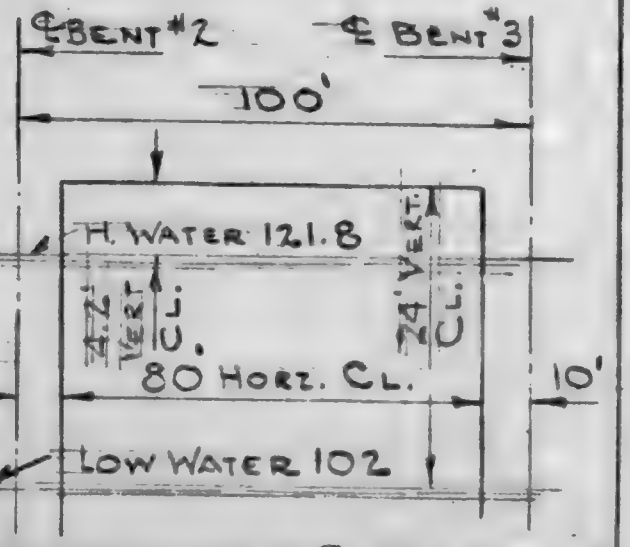
PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
TUALATIN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1972 SHEET 1 OF 3

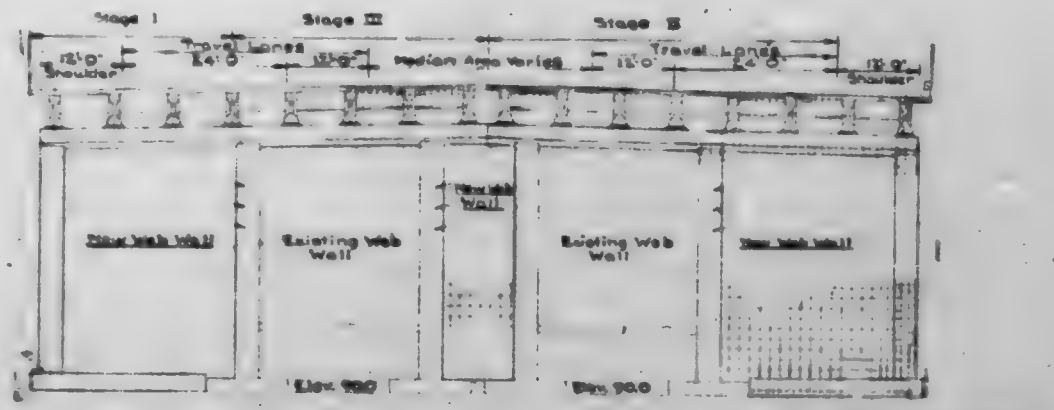

L9 222+18.85 P.T.
BENT #1 L9R 220+ 49.21
260'-0" C. TO C. END BENTS
BENT #4 L9R 223+ 09.21
NEW WIDENING
S15°22'00"W
℄ "L9R"
TUALATIN RIVER
EXISTING BRIDGE
PACIFIC HWY
0.9 MI. TO NYBERG ROAD INT.
℄ "L8R"
S16°56'13"W
0.5 MI. TO LOWER BOONES FERRY ROAD INT.
NEW WIDENING
L8R 220+ 49.92
1182.94'
N 50°25'16"W
L8R 223 +09.92
NOTE:
STRUCTURE LOCATED 11.5 RIVER MILES UPSTREAM FROM MOUTH.
0 20 40 60 80 100
SCALE IN FEET
T2S, R1 W. W.M.
13 24
102
ELEV. 121.8 H.W.
121.8
ELEV. 102.0 LOW W.
EL. 0.0 M.S.L. (1947 ADJ.)
DATUM PLANES
NOTE:
ELEVATIONS ARE IN FEET AND REFER TO U.S.C. & G.S. DATUM 1947 ADJUSTMENT.
SOUNDINGS ARE IN FEET BELOW LOW WATER ELEV. 102.0
PROPOSED BRIDGE OVER THE TUALATIN RIVER NEAR TUALATIN
APPLICATION BY OREGON STATE HIGHWAY COMMISSION
JULY 1972
SHEET 2 OF 3



HYDRAULIC DATA		
	Design Flood	Max Flood (1959)
Discharge: cfs	24,000	24,000
Frequency: yrs.	50 yr.	50 yr.
HW Elevation Natural Channel	121.8	121.8
Velocity fps	6 f.p.s. (avg.)	6 f.p.s. (avg.)



CONSTRUCTION CLEARANCES
NO SCALE



INTERIOR BENT ELEVATION

PROPOSED BRIDGE OVER THE TUALATIN RIVER NEAR TUALATIN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 1972 SHEET 3 OF 3

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 17, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange-Tualatin River Section
Design Approval

As requested in Mr. Klaboe's November 11, letter I reconfirm that design approval for upgrading this section of existing Interstate route 5 was given on September 29, 1967. An additional public hearing was held on April 15, 1971 and the final Environmental Impact Statement for this section was approved by Department of Transportation on December 9, 1971. Now that the 30 day time period required under Paragraph 1(1)(b) of PPM 90-1 has expired this project may be advanced in the normal manner.

NOTED
E. E. KLABOE

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-20-72
REFERRED TO
Young Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER
Hunter

NOTED
R. L. SCHROEDER

NOTED
TOM EDWARDS

NOTED
G. A. POTTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 21 1972
BRIDGE DIVISION

GPO 919-222

END. UNIT
FILE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

SOUTH TIGARD INTERCHANGE-TUALATIN RIVER SECTION

PACIFIC HIGHWAY (INTERSTATE 5)

A proposal to widen this section of Interstate 5 to six lanes and to revise two interchanges.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

11-1-71
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

Date

Ralph M. Phillips
Regional FHWA Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

SOUTH TIGARD INTERCHANGE-TUALATIN RIVER SECTION

PACIFIC HIGHWAY (INTERSTATE 5)

CLACKAMAS AND WASHINGTON COUNTIES

1. Administrative action by the Oregon State Highway Division.

2. The proposal is to widen this section of Interstate 5 to six lanes and to revise two interchanges.

3. The environmental impacts will be:

   a. increased safety and mobility to the road user

   b. disruption of present modes of commercial and residential traffic patterns

   c. disruption of native vegetation

   d. sixty properties involved in right-of-way acquisition -- 18 residential units including 6 mobile homes, 2 commercial units

4. There are two alternates:

   a. maintain the status quo

   b. construct a parallel, duplicating facility

5. a. The following agencies were invited to comment on the draft statement:

Soil Conservation Service
Department of Housing and Urban Development
Bureau of Outdoor Recreation
Federal Aviation Administration
Bureau of Sports Fisheries and Wildlife
Corps of Engineers
National Park Service
Federal Highway Administration
State of Oregon - Clearinghouse Review

b. The following agencies responded to the draft statement (copies attached):

Federal Highway Administration
Department of Housing and Urban Development
United States Department of Transportation
State of Oregon, Executive Department
State of Oregon, Local Government Relations Division
National Park Service
Columbia Region Association of Governments

6. Date draft statement was made available to the Federal Highway Administration and the public: April 1, 1971.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

SOUTH TIGARD INTERCHANGE-TUALATIN RIVER SECTION

PACIFIC HIGHWAY (INTERSTATE 5)

CLACKAMAS AND WASHINGTON COUNTIES

DESCRIPTION AND PURPOSE OF PROPOSAL

The proposal calls for improvement of this section of Interstate 5 from the present four-lane facility to a six-lane highway. The main roadbed will be widened to accommodate six 12-foot travel lanes, a 16-foot paved median with a barrier, and paved shoulders outside the traveled way.

In conjunction with the basic widening proposal, two interchanges will be extensively revised and upgraded. Upper and Lower Boones Ferry Road Interchanges will be reworked to eliminate random off ramps and short acceleration lanes. Accordingly, local street and driveway connections will be modified in the vicinity of the interchanges, and the various overcrossings and undercrossings will require the necessary adjustments.

In addition to the interchange revisions, S.W. Bonita Road overcrossing will be lengthened and raised. Two railroad crossings will also be affected — one will require widening of the highway overcrossing and the other, a railroad crossing above the highway, will be reconstructed in a new location just northerly of and adjacent to the present structure.

The twin bridges at the present I-5 crossing of the Tualatin River will be reconstructed leaving the existing piers in place to form a solid deck with a median barrier.

Other local street and driveway modifications are proposed to maintain compatibility with the new overcrossing and interchange configurations.

The purpose of the proposal is to provide a facility capable of carrying anticipated traffic loads on Interstate 5 for approximately the next two decades.

In addition to increased capacity, another purpose is to eliminate the short on and off ramps serving the two interchanges. The short ramps combined with high speed traffic are unsafe, particularly during periods of darkness and/or inclement weather.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

During the construction of this section of highway, through traffic as well as local residential and commercial traffic will experience inconveniences and delays, particularly where the major revisions at interchanges are proposed. Traffic movements across Interstate 5 on Upper and Lower Boones Ferry Roads will be maintained during construction, however the Bonita Road structure may be demolished and traffic rerouted on other roads.

The physical setting of Interstate 5 in this section will be significantly changed during the construction period. The elimination of vegetation, new cut and fill slopes, and detour provisions will temporarily modify the physical elements as perceived by the motorist and local resident.

Approximately 60 ownerships will be involved in right-of-way acquisition. This figure includes 18 residential units, of which 6 are mobile homes. One industrial plant and one service station are the commercial enterprises to be taken.

The entire region surrounding this highway section is constantly undergoing change in land use. It is neither completely urban or rural. It is not totally suburban/residential since light industry and various commercial enterprises are scattered throughout the area. The trend toward small industrial parks with adjacent living areas will no doubt continue.

The impact of this project on the community will not be particularly disruptive, since the existing 4 lanes already serve as a divider. Adding two lanes will not materially amplify the dividing effect. Revision of the two interchanges, however, will greatly affect traffic movement and the commercial enterprises' dependency on this movement. Adverse economic impacts in the form of business decline will likely occur during the construction phase.

There are no major ecosystems that are significantly affected by this section of highway. The entire area is developed in one form or another, and the basic configuration of Interstate 5 has existed here for years. The Tualatin River is crossed, but as mentioned previously, a new bridge deck will be built. There will be no additional constriction of the river by pier placement, and all water quality specifications concerning work on or over streams will be in force. No other major drainages are crossed; however, some siltation may enter minor roadside drainages during construction, depending upon construction time.

Vegetation will be disrupted, the most significant of which will be some second growth Douglas fir trees. This will not greatly modify the quality of the landscape.

This project is not expected to generate any notable increase in traffic; therefore, no increase in noise levels or air pollution is anticipated.

There are no historic sites on or proposed for the National Register in the project area, nor will the proposal affect any wildlife refuges, feeding or nesting grounds. There will be no park or recreation areas involved.

Upon completion of the project, the safety and ease of mobility for local and through traffic, commercial, industrial and emergency vehicles will be greatly improved. The new facility will eliminate the dangerous ramp situations that now exist and driving will be far safer during wet and foggy weather. After the landscape and other physical elements have rehabilitated, the facility will be a clean visual element to the highway traveler.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

The unavoidable adverse environmental effects of this project, should it be implemented, are: (1) displacement of 18 residential units and 2 commercial units, (2) disruption of the landscape including vegetation removal, (3) adverse economic impact during construction on some businesses around the two interchanges, and (4) some access, driveway and property alterations to accommodate overcrossing and street intersection adjustments.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

The only alternative within the realm of practicability is the do nothing alternative. This alternative would continue the present level of service to the road user, and that level of service would deteriorate in the foreseeable future as development of the region increases and traffic levels rise. The do nothing alternative was therefore rejected as being unrealistic.

There are no paralleling facilities existing that could be developed to adequately serve the goals that this proposal would accomplish. Building a new, paralleling freeway is prohibited by increased adverse social and economic impacts.

In addition, this section will connect to a previously constructed six-lane facility that extends from the Hubbard Interchange northerly.

Also, the revision of the Lower Boones Ferry Road Interchange will conform to part of a long-range transportation plan (Portland-Vancouver Metropolitan Traffic Study - PVMTS) to develop an inner beltline system west of Beaverton connecting the Sunset Highway with Interstate 5.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

With the future growth patterns of the Tigard-Tualatin community well established by present developments including Interstate 5, the highway improvement can only enhance the potentials. Greater mobility is a normal outgrowth of added travel lanes and properly designed interchanges.

Both the local commuter and future through traffic requirements will be adequately provided for in the completion of this and other similar projects in the metropolitan area.

Dispersal of commercial developments toward industrial parks is evident in this community. A modern traffic facility is the lifeline of commerce for their products and their employees.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Within the scope of this project, the only tangible, visible and measurable commitments of resources are reflected in the lands required for roadways and slopes and the materials that went into the physical elements of construction. In addition, but not readily visible, are the human resources responsible for the planning and development work, and the public funds devoted to the total cost of the effort. The latter, however, returns in time in benefit to the road user and residents of the community provided the project meets its objectives in service.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

Liaison activity carried on by field personnel during the period of planning and negotiation for all aspects of this proposal have not revealed any controversial issues with local administrative bodies.

The public hearing revealed no opposition to the proposal but rather asked for additional work to be done to the Beaverton Interchange to accommodate traffic traveling southbound on I-5 desiring access to Bangy Road. Preliminary plans are underway to fulfill this request.

Other groups and agencies, including State Clearinghouse (A-95) review, approved the project (see attached correspondence).

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The right-of-way program of land acquisition contains many features which tend to ease wherever possible, the adverse effect of conveyance of all or part of one's property to the Highway Division for public use. Direct payment of fair market value is one method. Various additives in payment for damages and moving costs are also included. A relocation assistance program is part of all right-of-way activities.

Many aspects of design are employed to insure the visual compatibility of the widened freeway with the surrounding region. Landscape plantings are employed wherever a functional purpose may be served, such as screening automobiles from residential area, or to block headlights of opposing traffic. Such plantings are also used to complement natural scenery wherever adequate space is available.

Structures are designed for functional purposes, but visual impact is a consideration. Form, texture, and color changes are employed where possible to create a compatible visual element in the community.

Seeding and mulching will be accomplished on cut and fill slopes as construction proceeds which will keep soil erosion and resultant siltation to a minimum.

Wherever possible driveways, local streets and commercial accesses are to be restored in similar or better manner, and where adjustments are necessary, they will be done to restore the highest level of service possible.

Several commercial material sources are available in the area, and to date, the State Highway Division does not place a mandatory requirement for use; development of a source will be left to the contractor's discretion.

Form FHWA-121 (12-6
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 23, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange - Tualatin River Section
Draft Environmental Impact Statement

Enclosed is a memorandum from the Office of the Secretary of Transportation concerning a draft environmental impact statement.

Please incorporate the comments made in the memorandum into your final environmental impact statement.

Enclosure
Memo, 6-17-71, Ofc of Sec Trans to Div Engr, FHWA

Green:nig

6-24-71
REFERRED TO
By Chief

NOTED
W. H. TEBEAU

RECEIVED
JUN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TOM EDWARDS

RECEIVED
JUN 25 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: JUN 17 1971

SUBJECT: Draft Environmental Impact Statement: Oregon Project I-5-5(-)291, South Tigard Interchange - Tualatin River Section

In reply refer to: TEU-12

FROM: Assistant Secretary for Environment and Urban Systems

TO: R. E. Simpson, FHWA Division Engineer
Salem, Oregon

This office has reviewed the draft environmental impact statement for the subject project. In general, we found that the draft did not present a detailed analysis of any environmental impacts which might be expected to arise from the proposed widening.

We note that this project is in the pre-hearing stages and that specific details of design may not be available. However, I would recommend that the draft statement be reworked to reflect an evaluation of environmental concerns. FHWA PPM 20-8 might serve as an initial guide for appropriate factors to be considered.

We appreciate the opportunity to review and comment on this draft statement, and we look forward to your final environmental impact statement and to a reevaluation of environmental impacts of this project.

Herbert F. DeSimone
Assistant Secretary

cc:
Regional Federal Highway Administrator
Portland, Oregon

Act	Info		Init
		Div Engr	
		Env Coord	
	✓	Dist Eng - A	✓
	✓	Area Engr	✓
		Dist Eng - B	
		Area Eng	
		Plan'n	
		R/ of Way	
		Bridge Eng	
Hart	✓	F. D.	
		Admin Mgr	
		Maint	
		File	

United States Department of the Interior

NATIONAL PARK SERVICE

920 N. E. 7th Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

June 9, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This concerns the "Draft Environmental Statement" relative to the following proposed highway projects.

1. Pleasant Valley - Green Timber Road Section
   Oregon Coast Highway - Tillamook County, Ore.

2. S. Tigard Interch. - Tualatin River Section
   I-5 (Pacific Highway) - Clackamas and
   Washington Counties

These statements do not indicate that attention has been given to the possible effect of the project on historical values. In accordance with the National Historic Preservation Act of 1966, P.L. 89-665, the National Register of Historic Places should be consulted. Also, there may be sites being considered by the State for nomination on the Register and this can be determined by consulting the Parks and Recreation Section which we understand is handling these matters for the State Highway Engineer who is the State Liaison Officer.

We appreciate the opportunity to review and comment on these statements.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

By Edwin L. Arnold
Edwin L. Arnold, Acting

NOTE
W. H. TEBEAU

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JUN 10 1971
PROGRAM & PLANNING
DIVISION

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON Cities in Clackamas County
CLARK COUNTY, WASHINGTON Cities in Clark County
MULTNOMAH COUNTY, OREGON Cities in Multnomah County
WASHINGTON COUNTY, OREGON Cities in Washington County

May 26, 1971

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that on May 21, 1971, the Executive Board of the Columbia Region Association of Governments reviewed the following applications submitted by the Oregon State Highway Division.

WASH. CO. (1) The South Tigard Interchange--East Portland Portland Freeway Interchange Section, Pacific Highway.

MULT. CO. (2) The Calvary Presbyterian Church Restoration, Multnomah County.

COL. CO. (3) Nehalem River Bridge Section FAS 612, Columbia County.

MULT. CO. (4) N. E. 148th Avenue--N. E. 188th Avenue Section of FAS 730, Multnomah County.

The Board found that each of these projects is compatible with the Portland-Vancouver Metropolitan Highway and Recreation Plans; therefore, the Board unanimously endorsed these projects and urges their funding.

Sincerely yours,

Homer C. Chandler
Executive Director

NOTED
R. W. ELLISON

BEN GIFFORD

HCC:jec

NOTED
W. H. TEBEAU

RECEIVED
MAY 27 1971
PROGRAM & PLANNING DIVISION

cc:
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford (4)
John Sheldrake
L. W. Rulien
L. P. Shaw
W. J. McCallum

Form FHWA-121 (12-6

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 21, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange
Tualatin River Section
Draft Environmental Statement

We have received comments from our Regional office concerning the Draft Environmental Statement for the subject project. Two copies of these comments are enclosed which should be considered in the preparation of your final statement.

As a general procedure the final Environmental Statement should include a section in which you respond to environmental comments raised at the public hearing and in response to the distribution of the Draft Environmental Statement. This procedure is required by Section 6c of the draft IM on Environmental Statements.

Enclosure

5-24-71
REFERRED TO
Young
Asst. State Hwy. Engr
discuss w/me (4)

F18K

RECEIVED
MAY 24 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. A. POTTER

Johnson Ellison

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

D. H. Potter

FROM : I. C. Lloyd, Regional Environmental Coordinator
By: D. H. Potter, Acting Reg. Environmental Coordinator
Portland, Oregon

DATE: May 20, 1971

In reply refer to: 08-00.36

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange
Tualatin River Section
Draft Environmental Statement

Act | Inf
File

The Regional Environmental Committee has reviewed the draft environmental statement for the subject project and offer the following comments for your consideration in preparing the final statement:

(1) The description and purpose of the proposal is quite lengthy and carries over into other portions of the draft statement. This appears to be more in line with an engineering report than an environmental statement. Perhaps some condensing would be possible.

(2) A discussion on what the existing natural environment consists of is lacking. The man-made environment is fairly well identified. Little attention is given to the probable impact of the proposed action on the Tualatin River and the ecological systems of the adjacent area. If there is to be no disturbance to the ecological balance of land and water areas, then possibly a statement to this effect could be included. Will the proposed project further divide or disrupt the adjacent communities and change the character of the area? If so, then some discussion may be warranted. Consideration should also be given to the effects of new frontage road and crossroad construction.

(3) No mention is made of air and/or water pollution, noise problems, and visual impact of moving traffic on adjacent property owners. These points will undoubtedly be raised by other State and/or Federal agencies concerned with monitoring such impacts of highways on the natural and human environment. Would there be a change in noise levels for a substantial number of people? If so, what is contemplated towards noise abatement? Also, if there will be any effects on existing water supplies or areas of unique beauty and scenic quality, then some discussion would be warranted.

(4) The alternate of doing nothing is not discussed. Also, while some disruption to businesses may be unavoidable, alternate interchange configurations or frontage road locations would possibly cause even greater damage to the social, economic and environmental resources.

-more-

RECEIVED
MAY 21 1971
OREGON DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-614

(5) We assume no parks or recreation sites are involved. A statement to this effect is considered desirable.

(6) No mention is made of proposed borrow sources and construction procedures to minimize soil erosion and water pollution. A brief statement on Federal aid procedures concerning special provisions, standard specifications, borrow area reclamation plans, etc. may be worthy of your consideration.

(7) It is desirable to attach a list of those agencies, groups, etc. to whom the draft statement was sent for comment.

EXECUTIVE DEPARTMENT

5 CAPITOL · · · · · · · · · SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD C. WESTERDAHL
Director

April 28, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: S. Tigard Interchange -
Tualatin River Section
Clearinghouse #71.0125

Dear Mr. Porter:

We have referred your Environmental Statement on the subject development to the appropriate State agencies for their review and comments. The responses did not note any substantive criticisms or objections.

The Local Government Relations Division commented that:

"... the benefits to be gained by widening the South Tigard Interchange-Tualatin River Section of I-5 (Pacific Highway) far outweighs any damage to the environment that may be caused by the construction."

The Fish Commission suggested the following:

"Several species of anadromous fish utilize Tualatin River in the area involved. Thus fish passage as well as water quality must be maintained."

We have no comment to add and wish you every success.

Sincerely,

Cleighton Penwell

BEN GIFFORD

c: R. E. Simpson
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
John Sheldrake
L. W. Rulien

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

RECEIVED
MAY 3 1971
PROGRAM & PLANNING
DIVISION

FILE

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APR 27 1971
PROGRAM & PLANNING
DIVISION

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR
Cleighton Penwell
~~EDWARD C. WESTERDAHL~~
Director

April 23, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: S. Tigard Intchge - East Portland
Fwy Inchge - Pacific Highway
Clearinghouse #71.0118

Dear Mr. Porter:

This is to notify you that the State Clearinghouse as officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

BEN GIFFORD

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

cc: R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
John Sheldrake
L. W. Rulien

4-27-71
REFERRED TO

RECEIVED
APR 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

R. W. ELLIOTT

FILE

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

April 20, 1971

REGION X
Office of Metropolitan Planning
and Development

IN REPLY REFER TO:
10ME

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Environmental Impact Statement
S. Tigard Interchange - Tualatin River Section

We have reviewed the draft Environmental Statement submitted to our Portland Area Office with your April 9, 1971 letter.

The proposed project consists of the redevelopment of a segment of I-5 south of Portland from a 4-lane to a 6-lane facility.

Since the project affects the urbanized area and could have a considerable impact on land use factors, we would like to reserve our comments until after other state agencies have commented. We also think that results of the public hearing will give us a better idea as to the impact of the project in our areas of concern.

Thank you for the opportunity to review your draft statement. Please let us know the results of the public hearings and comments from the other state agencies.

Sincerely,

John R. Merrill
Assistant Regional Administrator for
Metropolitan Planning and Development

cc: Irv Lloyd, FHWA

RECEIVED
APR 22 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

NOTED
W. H. TEBEAU

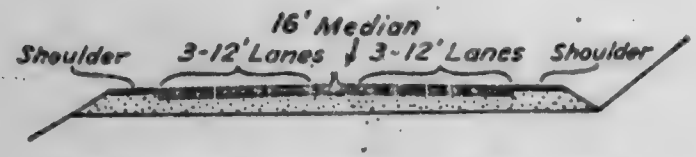
OREGON STATE HIGHWAY DIVISION
SKETCH MAP

SOUTH TIGARD INTERCH.-TUALATIN RIVER SEC.
PACIFIC HWY. I-5

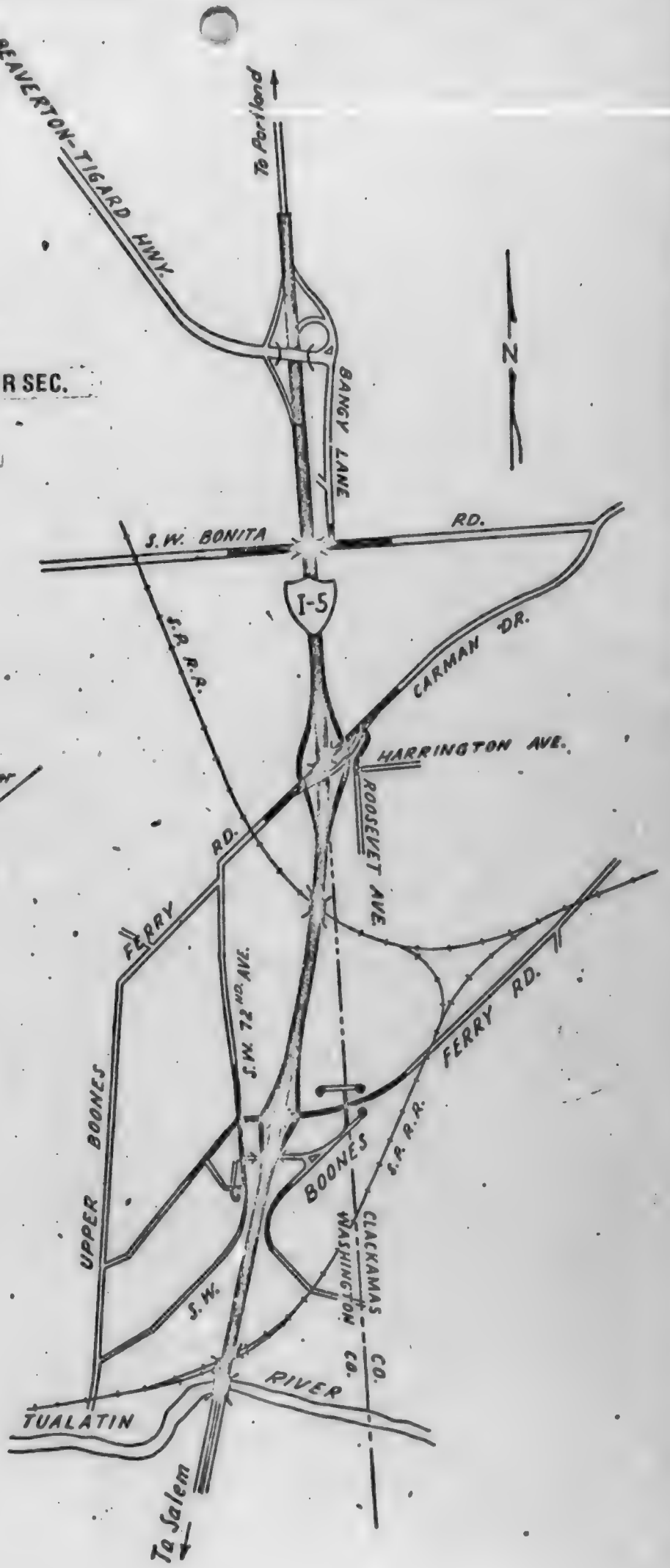
CLACKAMAS & WASHINGTON CO.'S

APRIL, 1971

NOT TO SCALE



I-5 TYPICAL MAIN ROADBED X-SECTION



STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Floyd Query, Secretary of the Oregon State Highway Commission, do hereby certify that the attached photocopy of the excerpt from the minutes of the meeting of the Oregon State Highway Commission of March 14, 1967, entered on Page 34893 in Volume 51 of the minute book pertaining to the adoption of the survey of the North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway in Multnomah, Clackamas and Washington Counties, has been compared by me with the original and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 31st day of August, 1972.

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1972
BRIDGE DIVISION

Salem, Oregon
March 14, 1967

The Oregon State Highway Commission met in regular session at 9 a.m. in Room 419, State Highway Building, Salem. Present were:

Glenn L. Jackson, Chairman
K. N. Fridley, Commissioner
David B. Simpson, Commissioner
Forrest Cooper, State Highway Engineer
R. L. Porter, Deputy State Highway Engineer
Lloyd P. Shaw, Assistant State Highway Engineer
F. B. Klaboe, Assistant State Highway Engineer
Victor D. Wolfe, Administrative Assistant
G. E. Rohde, Chief Counsel
David Moehring, Right of Way Engineer
C. H. Maison, Controller
Floyd Query, Secretary

Tom Edwards, Assistant State Highway Engineer, and Frank C. McKinney, Assistant Counsel, were excused.

Among others present were A. W. Parsons, Division Engineer of the U. S. Bureau of Public Roads; C. W. Head, Assistant Secretary to the Commission; L. H. Young, Office Engineer; David Talbot, Parks Superintendent; E. S. Hunter, Maintenance Engineer; John Oakes, Assistant Right of Way Engineer; and John Earley, Information Officer.

Chairman Jackson commented that this meeting commemorates the fiftieth anniversary of the establishment of the Oregon State Highway Commission. He reviewed some of the early conditions, including a stipulation that the salary for the Highway Engineer was not to exceed $5,000 annually, and that there has been a continuing struggle getting salaries increased. He also mentioned that in the early days of the Highway Commission there were very few people in the top jobs and their accomplishments with limited funds had been great. It was his observation that if the operations of the Commission over the next fifty years are as productive as they had been in the past fifty years, the public would be very well served. He pointed out that the Commission since 1959 had spent more money on highways and parks than had been spent in the preceding forty-two years.

The Engineer read aloud a letter from Mr. R. H. Baldock, who served as State Highway Engineer, from March 1, 1932, to August 15, 1956, expressing his good wishes to the Commission and its employees. He also read a letter from Mr. S. H. Probert who began working for the Highway Department on December 3, 1913, and retired as Office Engineer May 12, 1959. He also extended congratulations and good wishes to the Commission and the Highway Department. The Engineer then introduced Mr. Roy Klein and Miss Helen Ingrey. Mr. Klein started his employment with the State

RECEIVED
AUG 31 1972
BRIDGE DIVISION

Counties. The Engineer mentioned that for several years efforts have been made to obtain the timber and the land to forestall logging which would destroy the scenic value. He exhibited a map showing parcels numbered 4, 5, and 6 which would be traded to Mr. Yunkers for timber of equal value. These parcels, he added, are not visible from the highway. Parcel No. 3 would be traded to Mr. Scritsmier for Parcels No. 1 and 2. Timber values are approximately equal and the land values favor the State. He recommended that the exchange be approved as outlined and the Secretary be authorized to sign such documents as may be needed for the exchange of timber. The Commission accepted his recommendation.

The Commission considered and accepted a "Progress Report" covering activities of the State Parks and Recreation Division from July 1, 1964, to June 30, 1966.

The Chairman commented that the State Parks and Recreation Division has been doing an outstanding job in the development and operation of State Parks.

Survey resolutions for the improvement or reconstruction of several sections of State highways were presented by the Engineer. Based on his favorable recommendation, the Commission approved the following surveys and thereupon adopted "Survey Resolution Nos. 332 through 335," which resolutions by this reference are made a part hereof and filed in the Secretary's Office:

(1) Alkali Canyon-Eight Mile Road Section of the John Day Highway in Gilliam County. (See "Survey Resolution No. 332").

(2) Drain-Anlauf Section of the Umpqua Highway in Douglas County. (See "Survey Resolution No. 333").

(3) Blodgett-Wren Section of the Corvallis-Newport Highway in Benton County. (See "Survey Resolution No. 332").

(4) Olds Ferry-Ontario Interchange Section of the Old Oregon Trail in Malheur County. (See "Survey Resolution No. 334").

(5) North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway in Multnomah, Washington, and Clackamas Counties. (See "Survey Resolution No. 334").

(6) Otis Interchange-Lincoln City Section of the Oregon Coast Highway in Lincoln County. (See "Survey Resolution No. 335").

RECEIVED
AUG 31 1972
BRIDGE DIVISION

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Floyd Query, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of Survey Resolution No. 334 adopted by the State Highway Commission on March 14, 1967, pertaining to the North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway in Multnomah, Clackamas and Washington Counties entered in Volume 51 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original resolution and that the same is a true and correct copy of said resolution (excluding Map File No. 1R-4-277) and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 31st day of August, 1972.

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1972
BRIDGE LIAISON

ORIGINAL
Return to Secretary

RESOLUTIONS ADOPTING SURVEYS
FILE NO. 2-2-

RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of state highways:

a. Olds Ferry-Ontario Interchange Section of the Old Oregon Trail (I-80N) in Malheur County,

b. North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway in Multnomah, Clackamas, and Washington Counties,

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Olds Ferry-Ontario Interchange Section of the Old Oregon Trail, beginning at Highway Engineer's Station 186+50 at the Olds Ferry Interchange and extending in a southerly direction to Highway Engineer's Station 1185+00 at the North Ontario Interchange, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-4-277 and the date of February, 1967, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1b. That the survey of the North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway, beginning at Highway Engineer's Station 410+00 at the North Tigard Interchange and extending in a southerly direction to Highway Engineer's Station 650+00 just south of the Hubbard Interchange, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-3-1424 and the date of February, 1967, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

RECEIVED
AUG 31 1972
BRIDGE DIVISION

Adopted by Highway Commission
Date Mar.
C. H. Head
Secretary

March 14, 1967

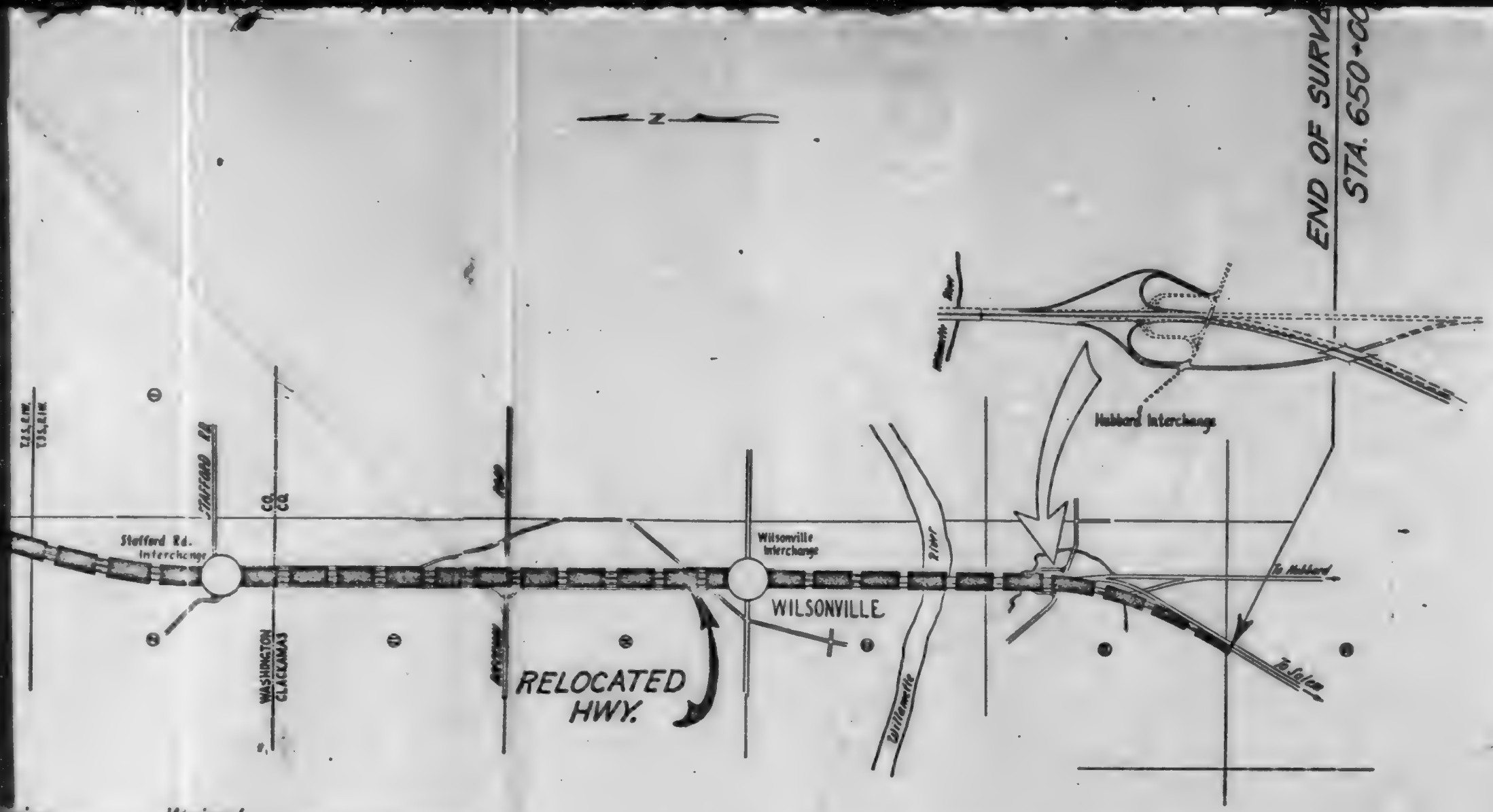
2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of highways with complete access control.

4. That heretofore this Commission by resolution dated November 3, 1948, designated the said Old Oregon Trail and the Pacific Highway as "Throughways" within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law" and, for the reasons stated therein, it is hereby directed that the construction of the above-mentioned state highway sections shall be accomplished pursuant to and within the meaning and scope of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 14th day of March, 1967, as "Survey Resolution No. 334."

RECEIVED
AUG 31 19?2
BRIDGE DIV..ON



ring Waived

on None Required

ghway Commission None Required

of Public Roads None Required

Resolution None Required Nov. 3, 1948

roi Complete

APPROVED

R. L. Tetu

TE HIGHWAY ENGINEER

MAR 1 - 1967

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

N. TIGARD INTER. - HUBBARD INTER.

PACIFIC HIGHWAY

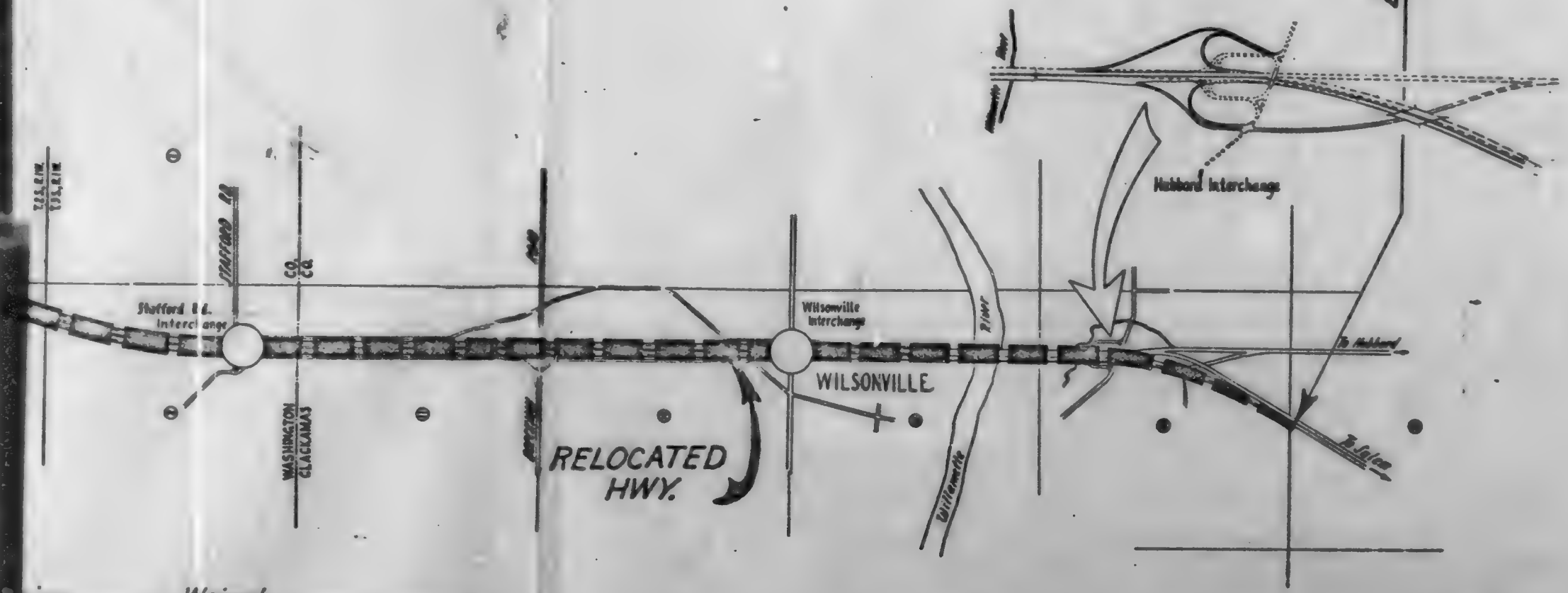
MULT., CLACKAMAS AND WASHINGTON COUNTIES

Scale: 1" = 3,170' ± February, 1967

DRG. NO. IR-3-1424

DRG. NO. TR-3-1424

END OF SURVEY
STA. 650+00



ring ___ Woired ___
tion
___ None Required ___
lighway Commission None Required
of Public Roads None Required

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

N. TIGARD - HUBBARD INTER

418
22-05

MULTNOMAH CO.
CLACKAMAS CO.

T.1 S., R.1 W.
T.2 S., R.1 W.

Haines Rd. Interchange

South Tigard Interchange

Upper Boones Ferry Rd. Interchange

Lower Boones Ferry Rd. Interchange

CLACKAMAS CO.
WASHINGTON CO.

T.2 S., R.1 E.
T.2 S., R.1 W.

Hyberg Rd. Interchange

I-205

I-205 Interchange

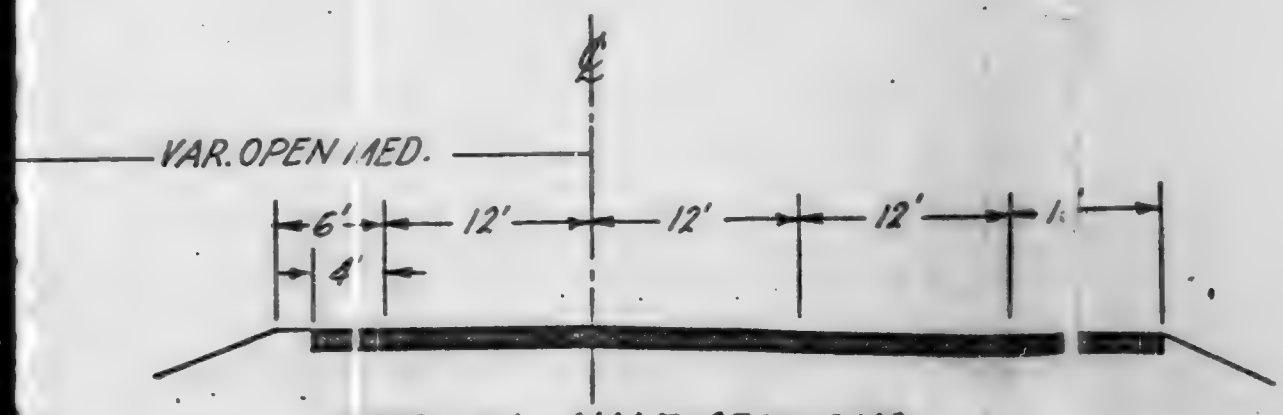
Interstate 5

EXISTING HWY.

T.2 S., R.1 W.
T.3 S., R.1 W.

Stafford Rd. Interchange

WASHINGTON CO.
CLACKAMAS CO.



TYPICAL HALF SECTIONS
6-LANE FREEWAY

Public Hearing — Waived

System Action
County — None Required
State Highway Commission — None Requi
Bureau of Public Roads — None Requi

Throughway Resolution — None Required
Access Control — Complete

APPROVED

D. L. Turcotte

DEPUTY STATE HIGHWAY ENGINEER
Date: MAR 1 - 1967

418+27.10 P.O.T. Bk. EQUA.
22+63.80 P.S. Ah.

MULTNOMAH CO.
CLACKAMAS CO.

T1S, R1W.
T2S, R1W.

South Tigard Interchange

Upper Boones Ferry Rd. Interchange

Lower Boones Ferry Rd. Interchange

Nyberg Rd. Interchange

I-205 Interchange

Stafford Rd. Interchange

CLACKAMAS CO. T2S, R1E.
WASHINGTON CO. T2S, R1E.

Tualatin River

Interstate 5

EXISTING HWY.

VAR. OPEN MED.

6' 12' 12' 12' 1'

4'

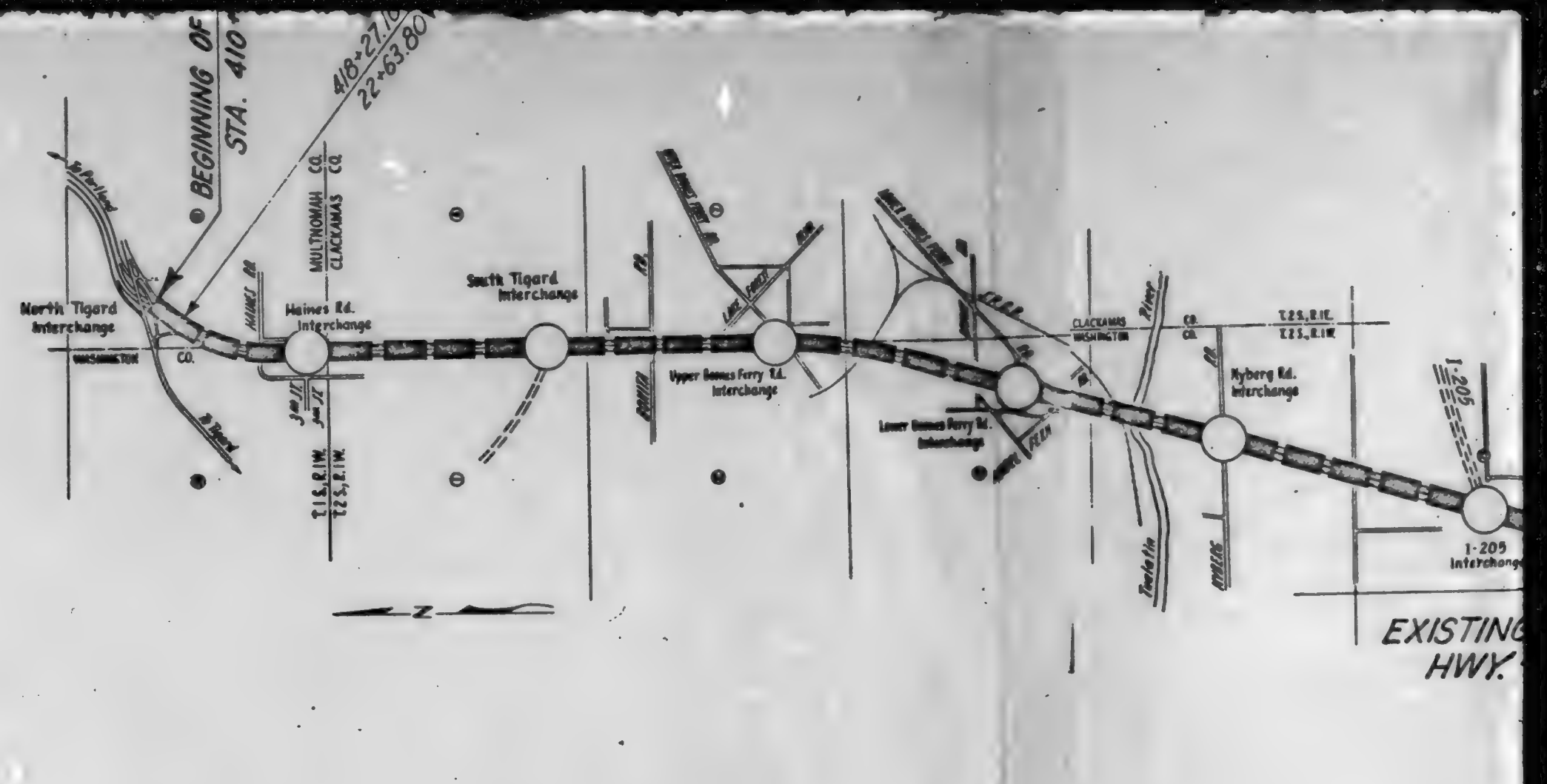
Public Hearing Waived

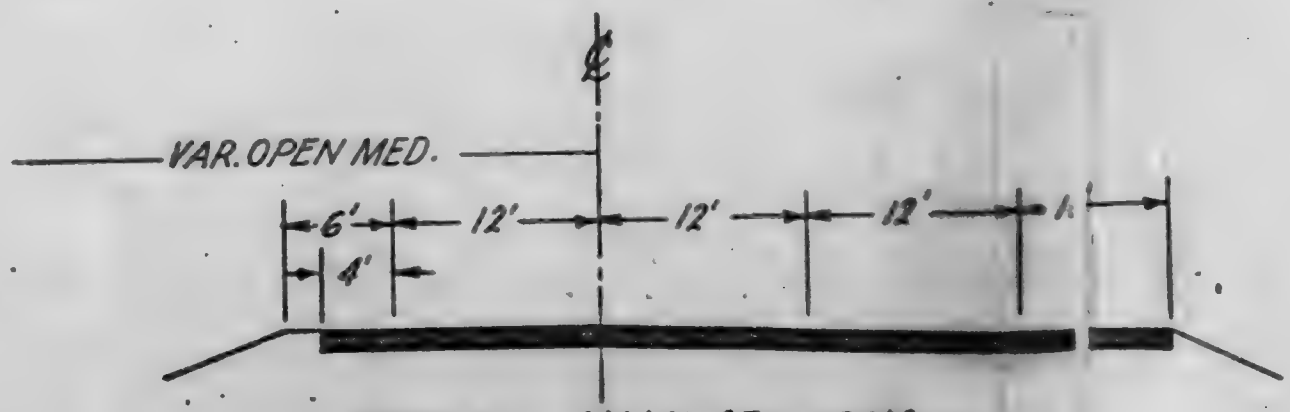
System Action

County None Required

State Highway Commission None Required

Bureau of Public Roads None Required





TYPICAL HALF SECTIONS
6-LANE FREEWAY

BEGINNING OF SURVEY
STA. 410+00

418+27.10 P.O.T. Bk.
22+63.80 P.S. Ah. EQUA.

MULTNOMAH CO.
CLACKAMAS CO.

North Tigard Interchange

Haines Rd. Interchange

South Tigard Interchange

Upper Boones Ferry Rd. Interchange

Lower Boones Ferry Rd. Interchange

Kyberg Rd. Interchange

I-205 Interchange

WASHINGTON CO.

CLACKAMAS WASHINGTON CO.

T.2S., R.1E.
T.2S., R.1W.

T.1S., R.1W.
T.2S., R.1W.

EXISTING HWY.

VAR. OPEN MED.

6' 12' 12' 12'

TRANSACTION NUMBER 8-3

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-31-72

BY (Signature): MR. YOUNG'S JULY 14, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 718 THRU _____

ITEM NO.	PROJECT N S.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Signs) LOCATION	WORK
718	I-5-5(59)290	3.72	180,500	166,000	SOUTH TIGARD INTERCHANGE-EAST PORTLAND FREEWAY (I-205) INTERCHANGE SECTION.	UTILITY AND RAILROAD ADJUSTMENTS.

7-31-72

RECEIVED
AUG 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 - 1972
FOR FILING
7937

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL NECESSARY PREPARATORY WORK FOR UTILITY AND RAILROAD ADJUSTMENTS.

8-2-72

Young

RECOMMENDED
DATE _____ SIGNATURE AND TITLE _____

APPROVED
DATE 7-31-72 SIGNATURE AND TITLE G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 20 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 20, 1972

TO A. E. Johnson
Assistant State Highway Engineer

559

FROM Walter J. Hart
Bridge Engineer

SUBJECT Assignment 559

This assignment is relative to application for a Coast Guard Permit for the widening of the I-5 crossing of the Tualatin River south of Portland.

This river was recently termed navigable by the Army Engineers. The Coast Guard has not officially followed suit and suggests we make application for a Coast Guard Permit for this structure in order that they will have cause to make a determination as to navigability.

Permit drawings have been completed and the environmental statement has been written. Application to the Coast Guard will be submitted in the near future.

RWE/ag

NOTED
A. E. JOHNSON

RECEIVED
JUL 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

559

Date 6/1/72

ASSIGNED TO WALT HART By AEJ No. 559

F. A. Goettel, Captain,

Letter From USCG

Dated 5/23/72

Has Been Acknowledged By

RE: declaration of Tualatin River as navigable stream by Corps of Engineers and suggests application for modification of I-205 bridge be submitted

Investigate and report with recommendation
Such action as necessary and report
Return with rough draft of reply
Prepare reply for signature of Mr.
Contact correspondent and report

REMARKS:

Please take appropriate action

6/9/72

Report Received Completed

To Commission Agreement

File Closed

RECEIVED
JUL 19 1972
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 389
23 May 1972

Oregon State Highway Division
Attn: Mr. R. L. Schroeder
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

In further reply to your letter of 7 April 1972, concerning the South Tigard to I-205 Section of Interstate Highway 5 and the Tualatin Bridge No. 2376A - an investigation of the Tualatin River in Oregon has revealed the U. S. Army Corps of Engineers has declared it to be a navigable water of the United States. A copy of this decision is enclosed for your information. The Coast Guard normally accepts the navigability decisions issued by the Corps of Engineers and, in this instance, it is suggested you submit an application for the proposed modification on the I-205 bridge over Tualatin River.

The Coast Guard is continuing an independent study of navigability which could eventually lead to a Coast Guard decision that the Tualatin River or parts of it are not navigable waters of the United States insofar as Coast Guard areas of jurisdiction are involved. It is not uncommon for the Coast Guard and Corps of Engineers to establish differing views on determinations of navigability. As considerable additional time may be necessary to complete this independent study, it is believed that the processing of a bridge permit application concurrent with the navigability study by this office will be the least time consuming for the Oregon State Highway Commission.

The list of rivers in enclosure 1 extends the limits of navigability over many other rivers in Oregon. Until such time as the Coast Guard study of navigability has been completed on all of these rivers, it is suggested that you consider a permit is required for all new bridges or modifications to existing bridges and accordingly make application in the customary form.

Sincerely,

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
MAY 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1972
BRIDGE DIVISION

Encl: (1) Portland Dist.CofE Public Notice, 17 Mar 1972

NOTED
R. L. SCHROEDER

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-ME-P

17 March 1972

PUBLIC NOTICE
DECLARATION OF NAVIGABLE WATERS OF THE UNITED STATES

On 8 February 1972 the Office of the Chief of Engineers, at the request of the Portland District and with the concurrence of the North Pacific Division, has declared the following waters to be Navigable Waters of the United States, and thus subject to all Federal Laws and Regulations pertinent to the same, and found on page two of this notice.

Oswego Lake - in its entirety.

Oswego Canal - 1.5 miles in length between Oswego Lake and the Tualatin River.

Tualatin River - for a distance of 56.8 miles from its mouth to Gales Creek.

Dairy Creek - for a distance of 8.3 miles from the Tualatin River to the Verboort Road Bridge.

Yamhill River (South) - for a distance of 5.6 miles from the Yamhill River to the Three Mile Lane Bridge.

Yamhill River - navigable length extended from mile 11.2 to the confluence of the North and South Yamhill Rivers.

Umpqua River - navigable length extended to 122.2 miles from the Pacific Ocean to the I-5 Bridge at Roseburg.

These are in addition to or extensions of those waters currently recognized as navigable waters of Oregon and Washington within the Portland District Corps of Engineers.

ENCLOSURE (1)

RECEIVED
JUL 19 1972
BRIDGE DIVISION

NPPND-MI-P

The following are extracts from the River & Harbor Act approved March 3, 1899 (Laws for the Protection and Preservation of the Navigable Waters of the United States).

Section 10. "* * * it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, * * * except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the War prior to beginning the same (30 Stat. 1151; 33 U.S.C. 403)."

Section 13. "That it shall not be lawful to throw, discharge, or deposit, or cause, suffer, or procure to be thrown, discharged, or deposited either from or out of any ship, barge, or other floating craft of any kind, or from the shore, wharf, manufacturing establishment, or mill of any kind, any refuse matter of any kind or description whatever other than that flowing from streets and sewers and passing therefrom in a liquid state, into any navigable water of the United States, or into any tributary of any navigable water from which the same shall float or be washed into such navigable water; and it shall not be lawful to deposit, or cause, suffer, or procure to be deposited material of any kind in any place on the bank of any navigable water, or on the bank of any tributary of any navigable water, where the same shall be liable to be washed into such navigable water, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed, * * * (30 Stat. 1152; 33 U.S.C. 407)."

Ronald A Borrello

RONALD A. BORRELLO
Major, CE
Acting Chief, Navigation Division

RECEIVED
JUL 19 1972
BRIDGE DIVISION

ENCLOSURE (1)

RECEIVED
JUL 17 1972

FOR FILING

7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE July 14, 1972

R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project I-5-5(59)290

We are submitting program data for one Interstate Project, Item No. 718, Project I-5-5(59)290, "S. Tigard Interchange-E. Portland Freeway Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

We hereby request your authorization to proceed with the necessary preparatory work by the Utility and Railroad Companies.

The project received State and District 2 Clearinghouse approvals by letters dated April 23, 1971 and May 26, 1971, respectively. A copy of each letter is enclosed.

The "Final Environmental Statement" received Department of Transportation approval on December 9, 1971.

RNC:bb

Enclosures

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO. | O.

FORM PR-1 (REV. 4-61)

7-14-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 2.30 Mi. N. of Wilsonville N. 3.72 Mi.	ADT	37,400	67,500	92	10	Oregon	35	042	718

PROPOSED WORK (35 typewriter)	NATL. FOREST	FA ROUTE NO.	SUFFX	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST (M.)	DESIG.
Railroad Adjustments								I-	5-5	(59)	290	

AL FUNDS: Interstate

AREA: Portland

COUNTY NAME: Washington and Clackamas — CODE: 067 005

ROUTE NO. I | FEDERAL-AID: I-5 | STATE: 1 | U.S.: I-5

PROGRAM STAGE: ___ 1 OR X 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-5 2.30 Mi. N. of Wilsonville N. 3.72 Mi.						Adjustments of utilities and railroad facilities, including prep. work. (Future 6-12' lane facility incl. 9 structure adjustments.)
	ROW		"S. Tigard Intchge.-E. Portland Freeway (I-205) Intchge. Sec."						ROW-200' to 300'; Access Control-full; Parking Restrictions-complete.
	CONST (CODE)			3.72	180,500	166,000	14,500		
	PROJECT TOTALS			3.72	180,500	166,000	14,500		

PARED BY

GRAM APPROVAL DATES

REMARKS

Additional Data: Item 453, Project I-5-5(33)284.

-OVER-

USCOMM-DC-48905-P61

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-14-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): I-5 2.30 Mi. N. of Wilsonville N. 3.72 Mi.	ADT	PRESENT: 37,400	FUTURE: 67,500	YEAR: 92	REGION: 10	STATE NAME: Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Utility and Railroad Adjustments	NATL. FOREST	FA ROUTE NO.	SUFFX. IND.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER (S): I-	NUMBER: 5-5
CARD 1	CLASS OF FEDERAL FUNDS: Interstate						COUNTY NAME: Washington and Clackamas		067	CO 00
	NAME OF URBAN AREA: Portland						ROUTE NO. I	FEDERAL-AID: I-5	STATE: 1	U.S.: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-8)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5 2.30 Mi. N. of Wilsonville N. 3.72 Mi. "S. Tigard Intchge.- E. Portland Freeway (I-205) Intchge. Sec."					
5					ROW							
5					CONST (CODE)			3.72	180,500	166,000	14,500	
								3.72	180,500	166,000	14,500	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33) REMARKS

Additional Data: Item 453, Proj

S. TIGARD INTERCHANGE-E. PORTLAND FREEWAY INTERCHANGE SECTION

PROJECT I-5-5(59)290

ued

his project consists of adjustment of the following
road Companies' facilities as required for the
of the highway to six lanes.

	Estimated Cost
. . . . .	$75,000
Electric	1,500
e Company	1,000
l Gas Company	5,000
t Bell Telephone Company.	1,000
District	12,000
Total	$95,500

Transportation Company	$85,000
Branch MP 289.91)	
k Branch MP 290.97)	

	Southern Pacific	
	illamook Br.	Newberg Br.
	1	1
	5	4
d Trains:	None	None
ion:	Gr. Sep.	Gr. Sep.
ion:	No Change	No Change
:	None	None

Location/Design Approval:

Granted September 29, 1967 as confirmed by FHWA Memorandum dated January 17, 1972.

Final Environmental Impact Statement:

Approved by Department of Transportation on December 9, 1971.

State and District 2 Clearinghouse approvals dated April 23, 1971 and May 26, 1971, respectively.

For PR-37:

	Y060	Y040
Washington County	$66,850	$85,000
Clackamas County	$28,650	-

S. TIGARD INTERCHANGE-E. PORTLAND FREEWAY INTERCHANGE SECTION

PROJECT I-5-5(59)290

REMARKS - continued

Project Data:

The work under this project consists of adjustment of the following Utility and Railroad Companies' facilities as required for the future revision of the highway to six lanes.

Type Code Y060:	Estimated Cost
City of Tigard	$75,000
Portland General Electric	1,500
General Telephone Company	1,000
Northwest Natural Gas Company	5,000
Pacific Northwest Bell Telephone Company	1,000
Lake Grove Water District	12,000
Total	$95,500

Type Code Y040:

Southern Pacific Transportation Company (U'xing Newberg Branch MP 289.91) (O'xing Tillamook Branch MP 290.97)	$85,000

Railroad Data	Southern Pacific	
	Tillamook Br.	Newberg Br.
Name:		
No. of Tracks:	1	1
No. of Trains:	5	4
No. of High Speed Trains:	None	None
Existing Protection:	Gr. Sep.	Gr. Sep.
Proposed Protection:	No Change	No Change
Railroad Benefit:	None	None

Location/Design Approval:

Granted September 29, 1967 as confirmed by FH
January 17, 1972.

Final Environmental Impact Statement:

Approved by Department of Transportation on

State and District 2 Clearinghouse approvals
and May 26, 1971, respectively.

For PR-37:

	Y060
Washington County	$66,850
Clackamas County	$28,650

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7937

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 13, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)293
S. Tigard Interchange-E. Portland Freeway Interchange
Bonita Road, Upper Boones Ferry Road and Nyberg Road
Undercrossing Structures

Mr. Wallace's June 9, 1972 letter requested approval of a change to increase the proposed walk width on one side of the subject structures to eight feet in order to provide a combination bicycle-sidewalk as recommended in a recent bicycle path study. A copy of the bicycle path study along with appropriate layouts is requested so that your request can be given proper consideration.

6-15-72
REFERRED TO
[signature]
BY [illegible]

6-20-72
Vic Wolfe
Ask write up to Wallace for a new request. ESH
cc Wallace

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

RECEIVED
JUN 13 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 9, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Bonita Road, Upper Boones Ferry Road and
Nyberg Road Undercrossings
S. Tigard Interchange, I-205 Intch. Section
Pacific Highway (I-5)
Clackamas and Washington Counties
Bridges 7727A, 7728A and 7582A

A bicycle path study was made on the subject section with a recommendation that all three bridges have an eight-foot combination bicycle-sidewalk provided.

Our original proposal, which was approved by your office, had a five-foot walk on each side. We propose to increase the five-foot walk on one side to eight feet, leaving the walk on the other side five feet. The estimated cost of this for all three structures would be $50,000.

A bicycle path is also planned at Lower Boones Ferry Road which would go under the structure. This will not require extra bridge length.

These structures are located in an area which is being developed rapidly for both industrial and residential use. This will generate an increase in the amount of bicycle traffic.

We are submitting this for your consideration and approval.

JMT:dh

cc A. E. Johnson
L. H. Young
V. E. Skoog
F. L. Hall
J. D. McClure

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-20 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: May 5, 1972

To: Victor D. Wolfe
Locating Engineer

FROM: L. W. Rulien
Regional Engineer

1 Hall
A. Olson
2 Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 11 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☒
Return To
Bring Up / /
Other

Rev. Desc. to R/W 5-31-72

SUBJECT: Right-of-Way
S. Tigard Interchange - East Portland Freeway Section
I-5

Attached is a sketch and self-explanatory letter from R. T. Ewen. I recommend that our description for right-of-way file 46047 be revised as shown, since our acquisition is going to be complicated and we would benefit in the future from a more uniform right-of-way line.

Terpin
I believe that Cole has already taken care of this matter.
KT

RECEIVED
MAY 8 1972
LOCATION SECTION

LWR/cr
Attachments
cc Kenneth Rolfe
R. T. Ewen

REFERRED TO E. Hall By Location Engineer

NOTED
W. E. COLE
5/11/72
Floyd See the
Bill Cole

N.
W. I

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1- Milwaukie

DATE: May 4, 1972

SUBJECT:

To: Mr. L. W. Rulien
Regional Engineer

FROM: Robert T. Ewen
Resident Locating Engineer

SUBJECT: Right of Way Description Change
File No. 46047
Baldock I-5
Prefix 634-1934

As per our previous discussion, I attach herewith small print showing subject property colored location at the northwest corner of the Tualatin River structure on I-5.

After discussing subject property with Regional Right of Way people, it has been found that ownership of subject property will be difficult to ascertain, such as one owner having a 1/1973 part. Also, it appears the right of way purchase price will be approximately $100, a minimal sum: that this right of way will probably require court action and considerable additional expense. It is believed that we should revise our right of way taking to a line 120 feet west of highway centerline and parallel thereto.

This would clarify right of way line for staking and fencing purposes, eliminate the needs for metes and bounds and retain some timber for natural screening effects.

Please forward this to Right of Way Section for consideration.

RTE/bd att
cc: Ken Rolfe w/att
D. Rossman w/att

REGION 1	RE	RME	RCE	OE
	MAY 4 1972			
	TE	UE	DES	SEC

5-16-72
125' to match R R. Ease. + provide more room beyond c.l.t.
S.
Approved by Hall.

BALDOCK I-5
PREFIX: 634 1934

J. & A. Dogsland
G13-491

46050

46011

46051

4839
RW 5984
197-510

4840
RW 11291
313-20

4841
RW 11110
314-382

4843
RW 12450
32-250

32697

46046

I Mahon
716-443

E Brokes
72-488

T E C Samuel
737-108

46053

ROAD

218+65.12 POT
AR 636+97.2 P.O.C.

Galbreath

L. Galbreath
126-585
59-140

OK To here
425'
FLH
5/17/72

640

+50

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 295
12 April 1972

7937

Rec'd 23764

cy 2 dated 4-14-72 (cnfd)

Oregon State Highway Division
Attn: Mr. R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter concerning modifications to the I-5 bridge over the Tualatin River has been received. An investigation will be made by this office to determine if the Tualatin River is a navigable water of the U. S. at the bridge. This should be completed within 30 days.

Should the river be found to be a navigable waterway of the U. S., it will then be necessary for the Oregon State Highway Division to submit an application and obtain a permit for the work. Should it be found non-navigable, the Coast Guard will have no interest or jurisdiction in the project. You will be notified as soon as the determination is made.

Sincerely,

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

RECEIVED
APR 10 1972
FOR FILING

Coast
Bridge
a-3

Tualatin

April 7, 1972

Commander
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

South Tigard to I-205 Section
Interstate Highway 5
Tualatin Bridge Widening
Bridge No. 2376A

It is our intention to widen the existing fixed bridge, which carries Interstate Highway 5 across the Tualatin River south of Portland, Oregon.

This work will be done in the near future and will include the replacement of the beams and deck of the existing structure in addition to the widening. The existing piers up to the bottom of the beams will remain in place.

Upon completion of the work the structure will have navigational clearances that exist at the present structure.

Please advise if this water is considered navigable and if application for a formal permit for this work is required.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

RWE:ag el

bcc: Tom Edwards
F. B. Klaboe
W. J. Hart

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 17, 1972

To: Mr. Frank L. Hall
Design Engineer
B U I L D I N G

SUBJECT: Railroad Problems
South Tigard Interchange-East Portland
Freeway Section
Pacific Highway
Washington County

As I discussed with you on March 14, 1972, there are several problems we have with the Southern Pacific Transportation Company on the above captioned project.

The first involves the Upper Boones Ferry Road interchange. There is an existing grade crossing on Upper Boones Ferry Road which is west of our proposed construction. It will be very desirable to extend our project to include the improvement of that grade crossing. At present, the site distance approaching from the east on Upper Boones Ferry Road is restricted in both quadrants of the existing crossing which is protected by a non-standard wigwag signal. For proper protection of the traveling public at the time interchange is constructed, the surface of the grade crossing should be improved and crossing gates should be installed. This should qualify for Interstate participation by the Federal Highway Administration in line with FHWA"s recent policy to improve grade crossings on federal aid highways. This has been discussed with Mr. G. L. Green but no decision has been rendered.

The second problem involves the reconstruction of the spur track serving the Tigard Sand and Gravel Company which is adjacent to the Cook overcrossing immediately south of the Upper Boones Ferry Road Interchange. In conjunction with relocation of the spur track will be the relocation of a loading ramp which is located immediately west of the existing spur track. The relocation of the loading ramp and spur track should be performed by the State's contractor as part of the contract. The railroad will relocate the switch as shown on their Drawing No. F-1276, a print of which has been handed to Floyd Scott for his use in preparing an appropriate right of way description. The railroad will do all the work on railroad property and the contractor should do all the work on private property.

In Mr. K. L. Rolfe's letter to me dated October 26, 1971, copy of which is attached hereto, he indicates that the wells lying on the east side of the freeway serve dwellings on the west side of the freeway and there is no water main on 72nd Avenue which could be used as a replacement service. Therefore, it would appear that this water supply must be accommodated in our construction even though previous advice from the field indicated that the service was no longer necessary.

NOTED
W. E. COLE

Hall
A. Olson
2 Terpin
3 Scott
Iverson
K. Olson

RECEIVED
MAR 17 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

BP 82479-734

The third problem involved with the railroad involves the undercrossing of the Southern Pacific Transportation Company's tracks immediately north of the Tualatin River. As indicated in my letter to the railroad dated March 16, 1972, the railroad will perform all track relocation work in this area. Our contractor will be required to remove the pavement from the Northwest Natural Gas Company's equipment yard, grade for the new track location and replace the paving after the tracks have been moved. The contractor will also be required to maintain the security fence surrounding the gas company's property and may be required to relocate light standards required by the spur track relocation. This detail has yet to be worked out with the gas company. The contractor's work must be scheduled in such a way that he will keep to a minimum the interference to both Conrad Veneers, Inc. and Northwest Natural Gas Company's spur tracks, although the actual spur track interruption will be a matter for the railroad to schedule.

I will keep you posted on other developments pertaining to these matters.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: D. H. Moehring
L. W. Rulien
K. L. Rolfe
R. H. Rumbolz

FORM E-20

Routing
Morgan
Docker
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 28 1971
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 26, 1971

To: Mr. Ted Litchfield
Utilities Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Files 46027, 46028, & 46029
S. Tigard Inter.-East Portland
Freeway Section
Pacific Highway
Clackamas & Washington Counties

Liaison Agent Henry Brindley contacted Norman Glenn, business manager for Rogers Construction Company relative to subject files. His conversation disclosed the following:

1. The spring in question is furnishing domestic water for two homes and one office.

2. They have no objection to using public water but there is no water main on 72nd Avenue. The water district lines and supply are on the east side of the freeway.

3. There are existing water rights on this spring. (See the attached letter from the State Engineer's Water Resources Department).

4. Tigard Sand and Gravel and Rogers Construction Company want to continue their railroad spur into the remainders.

5. One well John Oakes mentions in his letter of 9-24-71 is not affected by our right of way needs.

If there is anything else that should be done out there, please advise us.

Kenneth L. Rolfe
Right of Way Supervisor

KLR:ELS
cc D. H. Moehring

46028
46029

STATE ENGINEER

WATER RESOURCES DEPARTMENT

1178 CHEMEKETA STREET N.E. • SALEM, OREGON • 97310 • Phone 378-3739

TOM McCALL
GOVERNOR

CHRIS L. WHEELER
State Engineer

October 5, 1971

File No. 33240
9290
11617
21826

Oregon State Highway Division
Right of Way
P. O. Box 02157
Portland, Oregon 97202

Attention: Henry M. Brindley
District Liaison Agent

Gentlemen:

Apparently there are three rights for the appropriation of water from the spring you refer to in your letter dated September 30, 1971.

The certificate recorded at Page 32023 was issued to W. R. Rogers, Trustee in evidence of the right to appropriate not to exceed 0.01 cfs of water from the spring for domestic use for one family. The certificate describes the use of water on Lot "C", Rosewood Acre Tracts but the map locates the house on Lot "B" but not within the tract you have labeled, "Tigard Sand and Gravel" on the print of a portion of the assessor's map you submitted. According to our field engineer's report made in 1963, the diversion point was described as a 4 by 4 concrete tunnel extending into the intersection of the highway and railroad fill with the pump located in the tunnel. The permit initially included a paving plant in Lot "C" but it was discontinued prior to making proof under the permit.

Certificate 6687 was issued to Carey A. Cabe for appropriation of not to exceed 0.1 cfs of water from the spring for domestic use of one family. According to the sketch submitted, the house was located on Lot "B" of Rosewood Acre Tracts. On the same sketch the spring is located just within the railroad right-of-way.

The certificate recorded at Page 11133 is for the use of not to exceed 0.06 cfs for irrigation of 2.0 acres in the $NE\frac{1}{4}$ $NE\frac{1}{4}$, Section 13, Township 2 South, Range 1 West, W.M., and 3.0 acres in the $NW\frac{1}{4}$ $NW\frac{1}{4}$ of Section 18, Township 2 South, Range 1 East, W.M.

RECEIVED
OCT 7 1971

According to the description of the sytem by the appropriator, check dams were placed across the ditch at intervals to divert waters to the field. The ditch is shown parallel to and on the south side of the tracks, both northwest and southeast of the spring location. The sketch locates the use on Tract "B" of Rosewood Acres and Lot 9 of Rosewood.

There is another right for the appropriation of waters of Fanno Creek for a quarry on Lot "D" of Rosewood Acres but no use indicated from the spring.

These rights are valid unless forfeited by the failure to use the water for five successive years.

Very truly yours,

Trevor Jones

Trevor Jones
Assistant

TJ:ds

RECEIVED

UTILITY UNIT

NOTED
F. B. KLABOE

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

March 16, 1972

ATTENTION: Mr. E. A. Kendrew

Re: Railroad Work-Tualatin U-Xing
South Tigard Interchange-East
Portland Freeway Section
Pacific Highway
Washington County
Your File: GMO 76802
0-0-68-8

Gentlemen:

In your letter dated August 18, 1971, you requested a copy of the description of the portion of property to be acquired from Conrad Veneers, Inc. to accommodate the relocation of the spur track serving that industry which is required by construction of the new railroad structure over the freeway. You also asked for a letter indicating that the industries, Conrad Veneers, Inc. and Northwest Natural Gas Company, are agreeable to having their tracks relocated.

You will find attached two copies of a portion of our Right of Way Map No. 1A-8-6 and a description of Parcels 1 and 2 for File No. 46033, pertaining to the Conrad Veneers, Inc. describing the property which is to be acquired from the company and conveyed to the Railroad for the new track alignment.

On September 16, 1971, Mr. Kenneth Rolfe, our District Right of Way Supervisor from Milwaukie, and I met with representatives of both Conrad Veneers, Inc. and Northwest Natural Gas Company to discuss the problems the relocation of the spur tracks will generate for each company. Conrad Veneers, Inc. advised us that they handled about four to five box cars per month, and Northwest Natural Gas Company handles about one car per month. Neither company objects to the adjustment of their spur tracks so long as they are given sufficient advance notice to plan their shipping and receiving schedules accordingly. We advised them the rail service to their plants might be disrupted for as much as two weeks but probably not for more than one week.

With regard to the actual construction of all track involved at the undercrossing, it is understood from previous discussions with your representatives that this will be performed entirely by railroad personnel, and that the relocation of the spur tracks will be handled so that there will be an absolute minimum interruption to the industries served. These costs should be reflected in your estimate for work to be performed by railroad forces, which will be an exhibit to the construction agreement.

With regard to the portion of the spur serving the Northwest Natural Gas Company in their paved equipment yard, it is understood that the State's contractor will remove all pavement and perform all grading work required to accommodate the track relocation. The contractor will also install the pavement after the track has been relocated. The relocation of the security fence around the gas company's property will be handled as a portion of the State's contract by the contractor. The relocation of overhead lighting facilities will be handled either by the gas company forces or by the State's contractor.

At this time, bids for this project are scheduled to be opened during the second quarter of 1973. Additional information will be transmitted to you as it becomes available.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

Enclosures

TWLidl
cc: Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105 w/attachments

F. B. Klaboe w/copy of SP letter
W. J. Hart "
D. H. Moehring "
F. L. Hall "
L. W. Rulien "
K. L. Rolfe "
R. H. Rumbolz "

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

August 18, 1971

GMO 76802
0-0-68-8

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utilities Engineer

Dear Sir:

Referring to previous correspondence relative to proposed six-laning I-5 involving the Tualatin underpass of Newberg Branch crossing P-762.8B. In order that we can proceed with the construction, maintenance and easement document we must be furnished with a copy of description of that portion of property that is to be acquired by State Highway Department for relocation of spur track serving Conrad Veneer Company. We have not been furnished a letter from you stating that the industries involved in this relocation are agreeable to having their spur tracks relocated.

Please furnish this information so that we may finalize agreements involving the reconstruction of the underpass.

Yours truly,

A W Kilborn

Routing

Morgan
Docker
Bond
Kramer
Schirmer
Pease
Swan
Glenn
Litchfield
Gunsaynar
Stein

RECEIVED
AUG 23 1971
CONSTRUCTION
DIVISION

RECEIVED
JAN 26 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

7937

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 17, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange-Tualatin River Section
Design Approval

As requested in Mr. Klaboe's November 11, letter I reconfirm that design approval for upgrading this section of existing Interstate route 5 was given on September 29, 1967. An additional public hearing was held on April 15, 1971 and the final Environmental Impact Statement for this section was approved by Department of Transportation on December 9, 1971. Now that the 30 day time period required under Paragraph 1(1)(b) of PPM 90-1 has expired this project may be advanced in the normal manner.

NOTED
E. S. HUNTER

NOTED
E. B. KLABOE

RECEIVED
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-20-72
REFERRED TO
Young Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER
Hunter

FOR FILING

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

1-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. E. COLE

Salem, Oregon
January 6, 1972

To: 1 H
Gibson T
Mr. Frank Hall
Design Engineer
BUILDING 3 CH
K

RECEIVED
JAN - 6 1972
DESIGN SECTION

SUBJECT: S. Tigard Intch.-E.Portland Fwy. Intch.
Requires Reply
Requires
Received
Do not
Return
Bring
Other
Pacific Highway, I-5
Clackamas & Washington Counties
Bridges7727A, 7728A, 7729A, 2258B,
2259B, 2376A, 7582A, 7494A & B

This memorandum covers our discussion of January 5, 1972, concerning the handling of traffic on subject project as it relates to construction or demolition of structures.

It is planned to keep all existing crossroads and interchanges operational during construction with the exception of Bonita Road. Bonita Road can be closed to permit demolition of the existing structure and construction of the new structure.

A detour structure will be constructed to carry Nyberg Road traffic over the Freeway. Detour structures will be required at the Lower Boones Ferry Road Interchange location.

Given below are some considerations which should be taken into account:

UNDERCROSSINGS:	
Bonita Road Upper Boones Ferry Road Tualatin S.P.R.R.	Moving of traffic out from under existing spans over the freeway, in order to safely demolish existing structures.
Nyberg Road	Carrying one direction of traffic in median area for short period of time during demolition of existing structure.
OVERCROSSINGS:	
Cook S.P.R.R. Tualatin River	Advantageous to have traffic moved to one side and then the other side of the common ℄ at one stage of construction. This will facilitate construction of the bridge decks.
Lower Boones Ferry Rd. Interchange	Freeway traffic should be carried on detour structure located to the east of the structure site.

If further study results in a method of staging the job which will involve additional width of structures, this can be taken into account in the revision to the structure plans which is required by the increase in the median dimension (16 to 26 feet). In order to meet the proposed letting schedule, this determination should be made in the very near future.

L. L. Wallace

L. L. Wallace
Bridge Design Engineer

LLW:dh

cc J. M. Tindall
D. O. Christensen

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DEC 7 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

File Copy

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7937

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 7, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

12-8-71 Young

SUBJECT: Oregon Project I-5-5(23)286
Capitol Highway - Clackamas County Line Section

see: Corp. Hwy Cl. Co. Line file

Mr. Young's letter of November 30 forwarded for approval a PR-9 form covering a program change as well as a request to proceed with all phases of right of way acquisition from South Tigard Interchange - East Portland Interchange.

Authorization to proceed must be held up pending approval action on the final environmental statement.

Additional information is requested concerning the current availability of replacement housing (including rentals) for the families and persons to be displaced by this project. The relocation plans submitted with the program was prepared in January 1971.

Mr. Young's letter indicates the estimated cost for right of way on the South Tigard Interchange - East Portland Freeway Interchange Section is $1,178,000. The estimated cost of the right of way in the January 26, 1971, relocation report is $977,000. Please advise the reasons for this difference.

cc:
OSHD (C P Laux)
OSHD (L H Young)
OSHD (D H Moehring)
OSHD (J J Smith)

NOTED
F. E. KLOSE

RECEIVED
DEC 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
DEC 6 - 1971
FOR FILING

Form FHWA-T21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1971

In reply refer to: 08-35-DA

7937

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5 (-)290
South Tigard Interchange - East Portland Freeway
Median Width

The proposal in Mr. Klaboe's November 22 letter to provide a 26-foot median on this section is approved. The 26-foot width is consistent with modern design on high-volume 6-lane freeways.

Approval of the proposed 26-foot median will require some alterations to the eight structures already approved on this section. The alterations should only involve widening or minor span or abutment modifications. Therefore, revised preliminary bridge plans will not be required.

NOTED
E. B. KLABOE

12-3-71
REFERRED TO
Hall - Bernhard
BY ASST. STATE HWY. ENGR

A Klaboe

RECEIVED
DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
NOV 22 1971

7934

November 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Subject: Median Width
S. Tigard Interchange-
East Portland Freeway
Interstate 5

The subject section is programmed for reconstruction from four to six lanes. Present ADT is about 37,000 vehicles. We are planning for a paved median 26 feet in width that will contain a concrete median barrier with 2 feet of clearance from the edge of a 10-foot left shoulder. This meets modern safety requirements and provides sufficient width to handle traffic during construction. Right-of-way costs will not be increased by expansion of the median from the 16-foot standard for four lanes to 26 feet for six lanes.

Your concurrence in this design is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FLH:jh ia

cc R. L. Porter
Tom Edwards
Frank L. Hall

7937

RECEIVED

NOV 15 1971

FOR FILING

November 11, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Haines Interchange-Tualatin River
Section
Project I-5-5(-)291
Pacific Highway (I-5)
Clackamas and Washington Counties

Dear Sir:

I certify in behalf of the Oregon State Highway Division that a location/design public hearing was held by the Highway Division on April 13, 1971, relative to the proposed highway project on the Haines Interchange-Tualatin River Section of the Pacific Highway (I-5) in Clackamas and Washington Counties, and that the Highway Division has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

Very truly yours,

Tom Edwards
Deputy State Highway Engineer

RNC:bb

cc: R. L. Porter
F. B. Klaboe
L. H. Young
Frank Hall
H. S. Cox
R. H. Chase
B. L. Gifford

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

SOUTH TIGARD INTERCHANGE-TUALATIN RIVER SECTION

PACIFIC HIGHWAY (INTERSTATE 5)

A proposal to widen this section of Interstate 5 to six lanes and to revise two interchanges.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

11-1-71
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

Date

Ralph M. Phillips
Regional FHWA Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

SOUTH TIGARD INTERCHANGE-TUALATIN RIVER SECTION

PACIFIC HIGHWAY (INTERSTATE 5)

CLACKAMAS AND WASHINGTON COUNTIES

1. Administrative action by the Oregon State Highway Division.

2. The proposal is to widen this section of Interstate 5 to six lanes and to revise two interchanges.

3. The environmental impacts will be:

   a. increased safety and mobility to the road user

   b. disruption of present modes of commercial and residential traffic patterns

   c. disruption of native vegetation

   d. sixty properties involved in right-of-way acquisition -- 18 residential units including 6 mobile homes, 2 commercial units

4. There are two alternates:

   a. maintain the status quo

   b. construct a parallel, duplicating facility

5. a. The following agencies were invited to comment on the draft statement:

Soil Conservation Service
Department of Housing and Urban Development
Bureau of Outdoor Recreation
Federal Aviation Administration
Bureau of Sports Fisheries and Wildlife
Corps of Engineers
National Park Service
Federal Highway Administration
State of Oregon - Clearinghouse Review

b. The following agencies responded to the draft statement (copies attached):

Federal Highway Administration
Department of Housing and Urban Development
United States Department of Transportation
State of Oregon, Executive Department
State of Oregon, Local Government Relations Division
National Park Service
Columbia Region Association of Governments

6. Date draft statement was made available to the Federal Highway Administration and the public: April 1, 1971.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

SOUTH TIGARD INTERCHANGE-TUALATIN RIVER SECTION

PACIFIC HIGHWAY (INTERSTATE 5)

CLACKAMAS AND WASHINGTON COUNTIES

DESCRIPTION AND PURPOSE OF PROPOSAL

The proposal calls for improvement of this section of Interstate 5 from the present four-lane facility to a six-lane highway. The main roadbed will be widened to accommodate six 12-foot travel lanes, a 16-foot paved median with a barrier, and paved shoulders outside the traveled way.

In conjunction with the basic widening proposal, two interchanges will be extensively revised and upgraded. Upper and Lower Boones Ferry Road Interchanges will be reworked to eliminate random off ramps and short acceleration lanes. Accordingly, local street and driveway connections will be modified in the vicinity of the interchanges, and the various overcrossings and undercrossings will require the necessary adjustments.

In addition to the interchange revisions, S.W. Bonita Road overcrossing will be lengthened and raised. Two railroad crossings will also be affected -- one will require widening of the highway overcrossing and the other, a railroad crossing above the highway, will be reconstructed in a new location just northerly of and adjacent to the present structure.

The twin bridges at the present I-5 crossing of the Tualatin River will be reconstructed leaving the existing piers in place to form a solid deck with a median barrier.

Other local street and driveway modifications are proposed to maintain compatibility with the new overcrossing and interchange configurations.

The purpose of the proposal is to provide a facility capable of carrying anticipated traffic loads on Interstate 5 for approximately the next two decades.

In addition to increased capacity, another purpose is to eliminate the short on and off ramps serving the two interchanges. The short ramps combined with high speed traffic are unsafe, particularly during periods of darkness and/or inclement weather.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

During the construction of this section of highway, through traffic as well as local residential and commercial traffic will experience inconveniences and delays, particularly where the major revisions at interchanges are proposed. Traffic movements across Interstate 5 on Upper and Lower Boones Ferry Roads will be maintained during construction, however the Bonita Road structure may be demolished and traffic rerouted on other roads.

The physical setting of Interstate 5 in this section will be significantly changed during the construction period. The elimination of vegetation, new cut and fill slopes, and detour provisions will temporarily modify the physical elements as perceived by the motorist and local resident.

Approximately 60 ownerships will be involved in right-of-way acquisition. This figure includes 18 residential units, of which 6 are mobile homes. One industrial plant and one service station are the commercial enterprises to be taken.

The entire region surrounding this highway section is constantly undergoing change in land use. It is neither completely urban or rural. It is not totally suburban/residential since light industry and various commercial enterprises are scattered throughout the area. The trend toward small industrial parks with adjacent living areas will no doubt continue.

The impact of this project on the community will not be particularly disruptive, since the existing 4 lanes already serve as a divider. Adding two lanes will not materially amplify the dividing effect. Revision of the two interchanges, however, will greatly affect traffic movement and the commercial enterprises' dependency on this movement. Adverse economic impacts in the form of business decline will likely occur during the construction phase.

There are no major ecosystems that are significantly affected by this section of highway. The entire area is developed in one form or another, and the basic configuration of Interstate 5 has existed here for years. The Tualatin River is crossed, but as mentioned previously, a new bridge deck will be built. There will be no additional constriction of the river by pier placement, and all water quality specifications concerning work on or over streams will be in force. No other major drainages are crossed; however, some siltation may enter minor roadside drainages during construction, depending upon construction time.

Vegetation will be disrupted, the most significant of which will be some second growth Douglas fir trees. This will not greatly modify the quality of the landscape.

This project is not expected to generate any notable increase in traffic; therefore, no increase in noise levels or air pollution is anticipated.

There are no historic sites on or proposed for the National Register in the project area, nor will the proposal affect any wildlife refuges, feeding or nesting grounds. There will be no park or recreation areas involved.

Upon completion of the project, the safety and ease of mobility for local and through traffic, commercial, industrial and emergency vehicles will be greatly improved. The new facility will eliminate the dangerous ramp situations that now exist and driving will be far safer during wet and foggy weather. After the landscape and other physical elements have rehabilitated, the facility will be a clean visual element to the highway traveler.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

The unavoidable adverse environmental effects of this project, should it be implemented, are: (1) displacement of 18 residential units and 2 commercial units, (2) disruption of the landscape including vegetation removal, (3) adverse economic impact during construction on some businesses around the two interchanges, and (4) some access, driveway and property alterations to accommodate overcrossing and street intersection adjustments.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

The only alternative within the realm of practicability is the do nothing alternative. This alternative would continue the present level of service to the road user, and that level of service would deteriorate in the foreseeable future as development of the region increases and traffic levels rise. The do nothing alternative was therefore rejected as being unrealistic.

There are no paralleling facilities existing that could be developed to adequately serve the goals that this proposal would accomplish. Building a new, paralleling freeway is prohibited by increased adverse social and economic impacts.

In addition, this section will connect to a previously constructed six-lane facility that extends from the Hubbard Interchange northerly.

Also, the revision of the Lower Boones Ferry Road Interchange will conform to part of a long-range transportation plan (Portland-Vancouver Metropolitan Traffic Study - PVMTS) to develop an inner beltline system west of Beaverton connecting the Sunset Highway with Interstate 5.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

With the future growth patterns of the Tigard-Tualatin community well established by present developments including Interstate 5, the highway improvement can only enhance the potentials. Greater mobility is a normal outgrowth of added travel lanes and properly designed interchanges.

Both the local commuter and future through traffic requirements will be adequately provided for in the completion of this and other similar projects in the metropolitan area.

Dispersal of commercial developments toward industrial parks is evident in this community. A modern traffic facility is the lifeline of commerce for their products and their employees.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Within the scope of this project, the only tangible, visible and measurable commitments of resources are reflected in the lands required for roadways and slopes and the materials that went into the physical elements of construction. In addition, but not readily visible, are the human resources responsible for the planning and development work, and the public funds devoted to the total cost of the effort. The latter, however, returns in time in benefit to the road user and residents of the community provided the project meets its objectives in service.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

Liaison activity carried on by field personnel during the period of planning and negotiation for all aspects of this proposal have not revealed any controversial issues with local administrative bodies.

The public hearing revealed no opposition to the proposal but rather asked for additional work to be done to the Beaverton Interchange to accommodate traffic traveling southbound on I-5 desiring access to Bangy Road. Preliminary plans are underway to fulfill this request.

Other groups and agencies, including State Clearinghouse (A-95) review, approved the project (see attached correspondence).

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The right-of-way program of land acquisition contains many features which tend to ease wherever possible, the adverse effect of conveyance of all or part of one's property to the Highway Division for public use. Direct payment of fair market value is one method. Various additives in payment for damages and moving costs are also included. A relocation assistance program is part of all right-of-way activities.

Many aspects of design are employed to insure the visual compatibility of the widened freeway with the surrounding region. Landscape plantings are employed wherever a functional purpose may be served, such as screening automobiles from residential area, or to block headlights of opposing traffic. Such plantings are also used to complement natural scenery wherever adequate space is available.

Structures are designed for functional purposes, but visual impact is a consideration. Form, texture, and color changes are employed where possible to create a compatible visual element in the community.

Seeding and mulching will be accomplished on cut and fill slopes as construction proceeds which will keep soil erosion and resultant siltation to a minimum.

Wherever possible driveways, local streets and commercial accesses are to be restored in similar or better manner, and where adjustments are necessary, they will be done to restore the highest level of service possible.

Several commercial material sources are available in the area, and to date, the State Highway Division does not place a mandatory requirement for use; development of a source will be left to the contractor's discretion.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 21, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange
Tualatin River Section
Draft Environmental Statement

We have received comments from our Regional office concerning the Draft Environmental Statement for the subject project. Two copies of these comments are enclosed which should be considered in the preparation of your final statement.

As a general procedure the final Environmental Statement should include a section in which you respond to environmental comments raised at the public hearing and in response to the distribution of the Draft Environmental Statement. This procedure is required by Section 6c of the draft IM on Environmental Statements.

Enclosure

5-24-71
REFERRED TO
Young
Asst. State Hwy Engr
discuss also (4)

F18K

RECEIVED
MAY 24 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. A. POTTER

Tatyana Ellison

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: May 20, 1971

In reply refer to: 08-00.36

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

FROM : I. C. Lloyd, Regional Environmental Coordinator
By: D. H. Potter, Acting Reg. Environmental Coordinator
Portland, Oregon

D. H. Potter

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange
Tualatin River Section
Draft Environmental Statement

		File

The Regional Environmental Committee has reviewed the draft environmental statement for the subject project and offer the following comments for your consideration in preparing the final statement:

(1) The description and purpose of the proposal is quite lengthy and carries over into other portions of the draft statement. This appears to be more in line with an engineering report than an environmental statement. Perhaps some condensing would be possible.

(2) A discussion on what the existing natural environment consists of is lacking. The man-made environment is fairly well identified. Little attention is given to the probable impact of the proposed action on the Tualatin River and the ecological systems of the adjacent area. If there is to be no disturbance to the ecological balance of land and water areas, then possibly a statement to this effect could be included. Will the proposed project further divide or disrupt the adjacent communities and change the character of the area? If so, then some discussion may be warranted. Consideration should also be given to the effects of new frontage road and crossroad construction.

(3) No mention is made of air and/or water pollution, noise problems, and visual impact of moving traffic on adjacent property owners. These points will undoubtedly be raised by other State and/or Federal agencies concerned with monitoring such impacts of highways on the natural and human environment. Would there be a change in noise levels for a substantial number of people? If so, what is contemplated towards noise abatement? Also, if there will be any effects on existing water supplies or areas of unique beauty and scenic quality, then some discussion would be warranted.

(4) The alternate of doing nothing is not discussed. Also, while some disruption to businesses may be unavoidable, alternate interchange configurations or frontage road locations would possibly cause even greater damage to the social, economic and environmental resources.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1971
OREGON DIVISION

GPO 901-614

(5) We assume no parks or recreation sites are involved. A statement to this effect is considered desirable.

(6) No mention is made of proposed borrow sources and construction procedures to minimize soil erosion and water pollution. A brief statement on Federal aid procedures concerning special provisions, standard specifications, borrow area reclamation plans, etc. may be worthy of your consideration.

(7) It is desirable to attach a list of those agencies, groups, etc. to whom the draft statement was sent for comment.

United States Department of the Interior

NATIONAL PARK SERVICE

920 N. E. 7th Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

June 9, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This concerns the "Draft Environmental Statement" relative to the following proposed highway projects.

1. Pleasant Valley - Green Timber Road Section
   Oregon Coast Highway - Tillamook County, Ore.

2. S. Tigard Interch. - Tualatin River Section
   1-5 (Pacific Highway) - Clackamas and
   Washington Counties

These statements do not indicate that attention has been given to the possible effect of the project on historical values. In accordance with the National Historic Preservation Act of 1966, P.L. 89-665, the National Register of Historic Places should be consulted. Also, there may be sites being considered by the State for nomination on the Register and this can be determined by consulting the Parks and Recreation Section which we understand is handling these matters for the State Highway Engineer who is the State Liaison Officer.

We appreciate the opportunity to review and comment on these statements.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

By Edwin L. Arnold, Acting

NOTED W. H. TEBEAU

RECEIVED
JUN 10 1971
PROGRAM & PLANNING
DIVISION

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
420 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON Cities in Clackamas County
CLARK COUNTY, WASHINGTON Cities in Clark County
MULTNOMAH COUNTY, OREGON Cities in Multnomah County
WASHINGTON COUNTY, OREGON Cities in Washington County

May 26, 1971

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that on May 21, 1971, the Executive Board of the Columbia Region Association of Governments reviewed the following applications submitted by the Oregon State Highway Division.

WASH. CO. (1) The South Tigard Interchange--East Portland Portland Freeway Interchange Section, Pacific Highway.

MULT. CO. (2) The Calvary Presbyterian Church Restoration, Multnomah County.

COL. CO. (3) Nehalem River Bridge Section FAS 612, Columbia County.

MULT. CO. (4) N. E. 148th Avenue--N. E. 188th Avenue Section of FAS 730, Multnomah County.

The Board found that each of these projects is compatible with the Portland-Vancouver Metropolitan Highway and Recreation Plans; therefore, the Board unanimously endorsed these projects and urges their funding.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jec

cc:
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford (4)
John Sheldrake
L. W. Rulien
L. P. Shaw
W. J. McCallum

R. W. ELLISON

BEN GIFFORD

NOTED
W. H. TEBEAU

RECEIVED
MAY 27 1971
PROGRAM & PLANNING DIVISION

EXECUTIVE DEPARTMENT

5 CAPITOL · · · · · · · · · SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD C. WESTERMEIER, II
Director

April 28, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: S. Tigard Interchange -
Tualatin River Section
Clearinghouse #71.0125

Dear Mr. Porter:

We have referred your Environmental Statement on the subject development to the appropriate State agencies for their review and comments. The responses did not note any substantive criticisms or objections.

The Local Government Relations Division commented that:

"... the benefits to be gained by widening the South Tigard Interchange-Tualatin River Section of I-5 (Pacific Highway) far outweighs any damage to the environment that may be caused by the construction."

The Fish Commission suggested the following:

"Several species of anadromous fish utilize Tualatin River in the area involved. Thus fish passage as well as water quality must be maintained."

We have no comment to add and wish you every success.

Sincerely,

Cleighton Penwell

cc: R. E. Simpson
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
John Sheldrake
L. W. Rulien

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

RECEIVED
MAY 1971
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR
Cleighton Penwell
EDWARD C. WESTERDAHL II
Director

RECEIVED
APR 27 1971
PROGRAM & PLANNING
DIVISION

April 23, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: S. Tigard Intchge - East Portland
Fwy Inchge - Pacific Highway
Clearinghouse #71.0118

Dear Mr. Porter:

This is to notify you that the State Clearinghouse as officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

BEN GIFFORD

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

cc: R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
R. E: Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
John Sheldrake
L. W. Rulien

4-27-71

RETURNED TO

ADDED TO FILES

RECEIVED
APR 27 1971
STATE OF OREGON
DEPT. OF TRANSPORTATION

NOTED
W. H. TEBEAU

R. W. ELLISON

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 23, 1971
In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange - Tualatin River Section
Draft Environmental Impact Statement

Enclosed is a memorandum from the Office of the Secretary of Transportation concerning a draft environmental impact statement.

Please incorporate the comments made in the memorandum into your final environmental impact statement.

Enclosure
Memo, 6-17-71, Ofc of Sec Trans to Div Engr, FHWA

Green:nig

6-24-71
REFERRED TO
Young

NOTED
W. H. TEBEAU

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUN 25 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: JUN 17 1971

SUBJECT: Draft Environmental Impact Statement: Oregon Project I-5-5(-)291, South Tigard Interchange - Tualatin River Section

In reply refer to: TEU-12

FROM : Assistant Secretary for Environment and Urban Systems

TO : R. E. Simpson, FHWA Division Engineer
Salem, Oregon

This office has reviewed the draft environmental impact statement for the subject project. In general, we found that the draft did not present a detailed analysis of any environmental impacts which might be expected to arise from the proposed widening.

We note that this project is in the pre-hearing stages and that specific details of design may not be available. However, I would recommend that the draft statement be reworked to reflect an evaluation of environmental concerns. FHWA PPM 20-8 might serve as an initial guide for appropriate factors to be considered.

We appreciate the opportunity to review and comment on this draft statement, and we look forward to your final environmental impact statement and to a reevaluation of environmental impacts of this project.

Herbert F. DeSimone
Assistant Secretary

cc:
Regional Federal Highway Administrator
Portland, Oregon

Act	Info		Init
		Div Engr	
		Env Coord	
✓		Dist Eng - A	
✓		Area Engr	✓
		Dist Eng - B	
		Area B Engr	
		Planning	
		Right of Way	
		Bridge Eng	
	✓	F.E.	
		Admin Mgr	
		Maint	
		File	

heard

FILE

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

April 20, 1971

REGION X
Office of Metropolitan Planning
and Development

IN REPLY REFER TO:
10ME

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Environmental Impact Statement
S. Tigard Interchange - Tualatin River Section

We have reviewed the draft Environmental Statement submitted to our Portland Area Office with your April 9, 1971 letter.

The proposed project consists of the redevelopment of a segment of I-5 south of Portland from a 4-lane to a 6-lane facility.

Since the project affects the urbanized area and could have a considerable impact on land use factors, we would like to reserve our comments until after other state agencies have commented. We also think that results of the public hearing will give us a better idea as to the impact of the project in our areas of concern.

Thank you for the opportunity to review your draft statement. Please let us know the results of the public hearings and comments from the other state agencies.

Sincerely,

John R. Merrill
Assistant Regional Administrator for
Metropolitan Planning and Development

cc: Irv Lloyd, FHWA

NOTED
R. W. ELLISON

RECEIVED
APR 22 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TEBEAU

OREGON STATE HIGHWAY DIVISION

SKETCH MAP

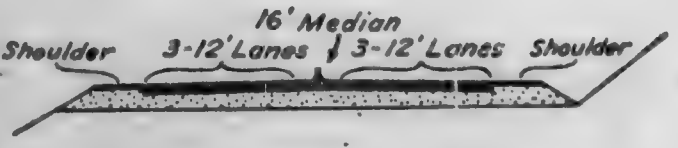
SOUTH TIGARD INTERCH.-TUALATIN RIVER SEC.

PACIFIC HWY. I-5

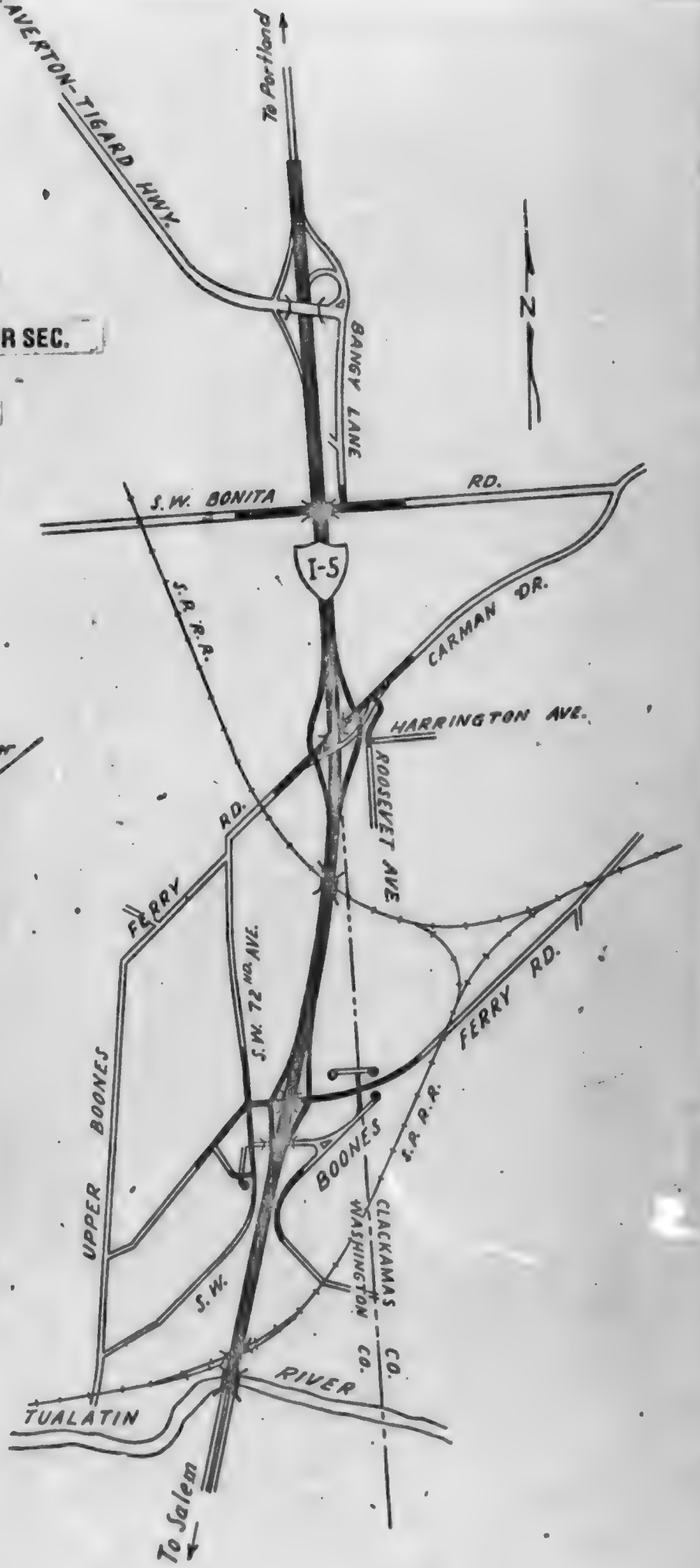
CLACKAMAS & WASHINGTON CO.'S

APRIL, 1971

NOT TO SCALE



I-5 TYPICAL MAIN ROADBED X-SECTION



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NOV 11 1971
FOR FILING

7937

5K
10-19-71

October 21, 1971

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

MISC. CONTRACTS and AGREEMENTS No. 4347

Attention: Roger Thomsen
Director of Records and Election

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the South Tigard Interchange-East Portland Freeway Interchange Section on the Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
SEP 24 1971
FOR FILING

Counsel
R/W
Pac Hwy E

September 24, 1971

Oregon State Highway Commission

Gentlemen:

The Washington County Board of Commissioners has signed a throughway agreement clearing the way for construction of the South Tigard Interchange-East Portland Freeway Interchange Section of the Pacific Highway (I-5).

The agreement generally provides for construction and maintenance of the project by State and covers all right-of-way, acquisition, grading, drainage, base, paving, structures, and signing. The County agrees to cooperate with the State in the usual manner to effect the relocation or adjustment of any utility installations which may be in conflict with the plans for the project, and concurs with the State's recommendations for the closure of certain roads that are under County jurisdiction. The agreement also stipulates that the County will exercise all jurisdiction, maintenance and control of certain frontage roads which are to be constructed as a part of the project. Completion of this project will provide a six-lane facility with interchanges constructed to modern standards. The project has been estimated to cost $13,500,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

MCH:ljt kw
cc Floyd Quary
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
D. H. Moehring
L. H. Young

F. D. Morgan
Frank L. Hall
H. S. Cox
L. W. Rulien

RECEIVED
SEP 16 1971
PUBLIC UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

September 14, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. B. A. Kendrew

Re: Cook O'xing
South Tigard Interchange-East
Portland Freeway Section
Pacific Highway
Washington County
Your File: 322
0-0-70-15

Gentlemen:

In your letter of August 2, 1971, you requested a meeting at which we might resolve the disposition of two wells and relocation of the spur track which presently serve the Tigard Sand and Gravel property, a portion of which is required for widening of the existing freeway (R/W Files 46027, 46028 and 46029).

On August 23rd, you met with Messrs. R. T. Ewen, Resident Engineer, Kenneth Rolfe, Right of Way Supervisor for Region 1, L. J. Spisla, Assistant Resident Engineer and the undersigned in Mr. Ewen's office and provided us with a sketch showing the relocation of the spur track serving Tigard Sand and Gravel. This was given to our Mr. Rolfe, who will appraise the damage to the property and determine if it is economical to relocate the spur, as shown on your Drawing No. F-1276, or compensate the owner for the loss of the spur.

We also discussed the disposition of the two wells which occupy Railroad property and serve the Tigard Sand and Gravel property by way of two pipes passing beneath the freeway. It is our intent, at this time, to sever the wells at their source and direct their flow into the drainage system being designed for this portion of the project. The severance of this water source will also be taken into account by Mr. Rolfe in his appraisal for damages to the Tigard Sand and Gravel property.

As suggested in your letter dated September 2, 1971, we agree that you should postpone your reply to the Public Utility Commissioner with regard to SXF 566 until you receive advice that the above matters have been resolved. By a copy of this letter, I am requesting Mr. L. V. Topaz to delay his request for your reply until we have resolved the two problems discussed above.

Form E-123

It is presently proposed to open bids for this project during the third quarter of 1972, and we will advise you approximately 90 days in advance of the proposed bid opening date.

Very truly yours,

F. D. Morgan
Construction Engineer

BY ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: L. V. Topaz, PUC, w/copies of SPTC letters
F. B. Klaboe "
I. D. Merchant "
F. L. Hall "
L. H. Young "
J. L. Sollis "
D. H. Moehring "
L. W. Rulien "
R. T. Ewen "
R. H. Rumbolz "

cc: Southern Pacific Transportation Company
San Francisco, California

RE
SEP
STATE HI

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. SABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

322
0-0-70-15

September 2, 1971

Routing

Morgan
Docker
Bond
Walker
Boehme
Johnson

RECEIVED
SEP 7 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence and to your application to the PUC, file SXF 566, for reconstructing overcrossing over tracks and right of way of Southern Pacific Transportation Co. known as the Cook Overcrossing Project, FD 748.7 on the Tillamook Branch.

As discussed with you and your right of way people on August 23, it appears that the proposed widening of I-5 involving this overpass will not be programmed for some time. It appears that the problems surrounding this project will not be resolved by October 3; (date our answer is due to the PUC) therefore, suggest that you either withdraw your application or stipulate to an indefinite period for Southern Pacific Transportation Co. to respond.

Please advise action you desire to take in this regard.

Yours truly,

A W Kilborn

Copy to: W J Hart
J L Sollis
9-7-71

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BARKER
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

August 2, 1971

IN REPLY PLEASE REFER TO

322
0-0-70-15

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to six-laning I-5 which involves the widening of structure FD 748.7-A overcrossing at Cook.

You have submitted your application to the PUC, File SXF 566. However, all details as to the relocation of spur track serving Tigard Sand and Gravel and elimination of two wells located on railroad property has not been resolved.

Before we can make an answer to your application to the PUC, these features should be resolved. Please advise when a meeting will be set up for concluding this transaction.

Yours truly,

Art Kilborn

Routing

Morgan
Decker
Bond
Weiher
Fourne
Johnsen

RECEIVED
AUG 4 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

I-5

Salem, Oregon
August 12, 1971

South Tigard Intchge-Interstate 205 Section
Pacific Highway (I-5)
Clackamas and Washington Counties

Mr. Ivan Merchant
Bridge Engineer
Building

RECEIVED
AUG 16 1971
DESIGN SECTION

Scott
Swenson
R. Olson
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Do Not File
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Return To
Other

Reference is made to the Federal Highway Administration letter of May 18 in regard to the proposed roadway width on the Bonita Road structure.

We have contacted both counties and have been advised by Washington County that they plan a minimum four-lane facility westerly from the structure when they improve S.W. 72nd Avenue or to coincide with completion of the new structure, whichever comes first. I am advised that they will use a 48-foot curbed section.

Clackamas County advised that they believe Bonita should be four-laned easterly from the structure to Bangy Road, but that it would not be needed east of that point. They reminded us that the section of Bonita Road east of the freeway to Bangy Road is under State jurisdiction.

Revision to six lanes with standard horizontal and vertical clearances under the structure will require reconstruction of Bonita Road east to Bangy Road in order to make grade. We would build this section to match Washington County's proposed width west of the freeway (48 feet) and they will continue this minimum four-lane section west to 72nd Avenue.

Enclosed are copies of the County correspondence for your information.

Frank L. Hall
Design Engineer

By a dOlson
A. D. Olson
Preliminary Design Engineer

ADO:jp
Attach
cc: F. E. Terpin

I-5, Wash Co
S Figard Intch - I-205 Int'g

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

June 25, 1971

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

RECEIVED
JUL 15 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Mr. H. S. Cox
County City Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon

Re: Bonita Road, Haines Road-Tualatin River Section,
Pacific Highway (I-5), Clackamas County and
Washington County

Dear Mr. Cox:

In answer to the letter from your office dated May 28, 1971, regarding the desired width of structure for the Bonita Road crossing over I-5, I should like to inform you that the County intends to widen Bonita Road to a four lane facility westerly from the subject structure to S. W. 72nd Ave. and easterly from the subject structure to the County line.

The time schedule on this improvement is intended to coincide with the improvement of S. W. 72nd Avenue or the completion of the new structure, whichever is the earlier. It would, therefore, be our request that the State consider the four lane width structure be built at this time.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

cc: Larry Rulien, Division Engineer
John McIntyre, Director of Public Works, Clackamas County
Ken Meng, Director of Public Works, Washington County

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
ENGR. ☑ COOR. ☑ OE ☐ AE ☑
UPE ☑ CE ☐ RE ☐ RPE ☐

6-29-71
Reply above per letter request
to Wash. Co. of 5-28-71 &
FHWA letter of 5-18-71, Dan K.
cc: Klobue - Merchant
Hall - Rulien

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

August 5, 1971

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RECEIVED
AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ATTENTION: H. S. Cox,
City-County Engineer

Gentlemen:

On May 28, 1971 you submitted a letter to this County, along with Washington County, pertaining to the improvement of Interstate 5 and its effect on Bonita Road.

I contacted Mr. Ken Meng, Director of Public Works for Washington County, and informed him that we were interested in his reaction to your letter prior to this County's evaluation of Bonita Road.

On July 1, 1971 we received a copy of Mr. Crockett's letter to you regarding their plans for Bonita Road. I turned this matter over to Mr. Straight, our Traffic Engineer, for his evaluation and recommendation. Mr. Straight prepared the attached memorandum regarding our traffic plans in this area. I will state that Mr. Straight's memorandum reflects the thinking of this County. Since the affected portion of Bonita Road in our County and Bangy Road are not County roads, we cannot by law expend funds for their improvement.

State ? Front of Roads

8-11-71

Yours very truly,

Ref'd to Don Stoudenmeyer for appt. action

John C. McIntyre
Director of Public Works

Copies to 8-9-71 Don H.
Kloboe - Merchant
Hall - Rulien

JCM/mak
Attchmt.

8-11-71
Reply above per letter request to Wash. Co & Clack. Co. of 5-28-71 & FHWA letter of 5-18-71 Don H.

RECEIVED
COUNTY & CITY SECTION
AUG 10 1971
☒ ENGR. ☒ CONSR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

NOTED
F. B. KLABOE

M E M O R A N D U M

TO: DIRECTOR OF PUBLIC WORKS

FROM: TRAFFIC ENGINEER

DATE: JULY 26, 1971

SUBJECT: PROPOSED WIDENING OF BONITA ROAD AT I-5

Reference is made to the June 25, 1971 letter from Mr. John F. Crockett, Chief of Engineering Division, Washington County.

Mr. Crockett indicates that Washington County intends to widen Bonita Road in Washington County to I-5 and requests that the Oregon State Highway Department consider widening the structure to four lanes over I-5. The section of Bonita Road in Clackamas County from I-5 structure to Bangy Road and Bangy Road to the north, is under the Oregon State Highway Department jurisdiction. The section of Bonita Road running east from Bangy Road is under Clackamas County jurisdiction (see attached sketch).

The proposed 4-lane design on Bonita Road would continue to at least Bangy Road, thereby increasing the capacity and improving the traffic movement to and from Bangy Road and the I-5 on and off ramps. This would be a satisfactory proposal.

The extension of the widening of Bonita Road to the east of Bangy Road, other than the necessary tapers to merge with the proposed 4-lane to the west would not be needed. The construction in the near future of the major arterial facility to the north, F.A.S. #943 - Tigard to Boones Ferry Road section would be a parallel facility north of Bonita. This would reduce the traffic volumes in the Bonita section by a considerable amount, therefore, the classification of Bonita would remain as a collector.

Respectfully submitted,

Bernard L. Straight
Traffic Engineer

BLS:hb

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COUNTY & CITY SECTION
AUG 10 1971
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RECEIVED
DESIGN SECTION

Swenson
R. Olson
Trout
Do Not File
Return To

I-5, Washington Co's

FHWA-12: (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 18, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-5-5(-)293
Bonita, Upper Boones Ferry and Nyberg Road Undercrossings

Preliminary plans for these structures were submitted by Mr. Johnson's April 14, 1971, letter. We have the following comments on this submission:

1. All of the structures will have sidewalks. The approach roadways should also have sidewalks.

2. Upper Boones Ferry structure has a 2-foot guardrail offset. The approach roadways should also have this offset.

3. Bonita Road structure is shown with a roadway width of 48 feet. The structure width should be in accord with the County's future 5-year plan for upgrading Bonita Road. Without a positive statement from the County a 44-foot wide structure is all that we can approve.

The use of the GM barrier rail should be predicated on whether you can end the approach guardrail section without a hazard to the approaching traffic and also allow the pedestrian to maintain his desired route without undue difficulty (such as climbing over the guardrail). In a city street situation the rail and GM barrier could present objects which pedestrians might ignore and also be hazardous to vehicles. In such situations a curb should be adequate. In rural areas where high-speed traffic is encountered, protection of the pedestrian by a GM barrier and a properly placed guardrail is desirable where enough pedestrian traffic is encountered.

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MAY 20 1971
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NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1971
FOR TRANSMITTAL

7927

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

August 5, 1971

RECEIVED
AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: H. S. Cox,
City-County Engineer

Gentlemen:

On May 28, 1971 you submitted a letter to this County, along with Washington County, pertaining to the improvement of Interstate 5 and its effect on Bonita Road.

I contacted Mr. Ken Meng, Director of Public Works for Washington County, and informed him that we were interested in his reaction to your letter prior to this County's evaluation of Bonita Road.

On July 1, 1971 we received a copy of Mr. Crockett's letter to you regarding their plans for Bonita Road. I turned this matter over to Mr. Straight, our Traffic Engineer, for his evaluation and recommendation. Mr. Straight prepared the attached memorandum regarding our traffic plans in this area. I will state that Mr. Straight's memorandum reflects the thinking of this County. Since the affected portion of Bonita Road in our County and Bangy Road are not County roads, we cannot by law expend funds for their improvement.

State 7 Front'l Roads

8-11-71

Yours very truly,

Ref'd to Rex Stoudenmeyer for appr. action

John C. McIntyre
Director of Public Works

copies to
8-12-71
Don H.
Klobe - Merchant
Hall - Rulien

JCM/mak
Attchmt.

8-11-71
Reply above per letter request to Wash. Co & Clack. Co. of 5-28-71 & FHWA letter of 5-18-71 Dmh.

RECEIVED
COUNTY & CITY SECTION
AUG 10 1971
[x] ENGR. [x] CONSR. [ ] SE [ ] AC [ ] UE
[ ] UPE [ ] CE [x] RE [ ] APE [ ]

NOTED B. KLOBE

M E M O R A N D U M

TO: DIRECTOR OF PUBLIC WORKS

FROM: TRAFFIC ENGINEER

DATE: JULY 26, 1971

SUBJECT: PROPOSED WIDENING OF BONITA ROAD AT I-5

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Mr. Crockett indicates that Washington County intends to widen Bonita Road in Washington County to I-5 and requests that the Oregon State Highway Department consider widening the structure to four lanes over I-5. The section of Bonita Road in Clackamas County from I-5 structure to Bangy Road and Bangy Road to the north, is under the Oregon State Highway Department jurisdiction. The section of Bonita Road running east from Bangy Road is under Clackamas County jurisdiction (see attached sketch).

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Respectfully submitted,

Bernard L. Straight
Traffic Engineer

BLS:hb

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(in 7937

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 5, 1971

To: Mr. D. L. Hall
Design Engineer
BUILDING

SUBJECT: Washington County Road-
Access Revisions
Lower Boones Ferry Intchge. (I-5)

The attached letter was previously sent to you July 30 for review and consideration of plan modification, and as of now we have had no reply.

Will you please indicate whether or not this modification can be accomplished, and if so, we will modify the pending agreement accordingly.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Coordinating Engineer

DNH:ljt

Att. (letter & agreement)

cc: E. B. Klaboe, letter attached
L. W. Rulien, " "

RECEIVED
AUG 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-5
Wash Co 4.

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AUG 10 1971
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WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

July 26, 1971

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
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R. Olson
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OFFICE OF
STATE HIGHWAY ENGINEER

Si Cox
City-County Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon

4294

Dear Si:

Reference is made to proposed agreements and right-of-way maps covering the new interchanges proposed between the Tualatin River and the South Tigard Interchange on I-5. I have discussed this previously with representatives of your office and feel that the primary points of concern insofar as the County is concerned are contained in the Lower Boones Ferry Rd. Interchange. Please note the requested change in the vicinity of the southern terminus of Hazel Fern Rd.

The other point of concern is that the County would like consideration to be given for access to Lots 31, 32 and 33 of Rose Wood Acre Tracts in exchange for additional properties that the State will be requiring from Washington County in order to re-build the interchange as proposed.

If you have any questions with respect to this prior to your re-submitting these Agreements for execution, please feel free to call this office and we will assist you with them immediately.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

Copies to: F.B. KLABOE - info.
FRANK HALL - Can we provide access?
L.W. RUILEN - " " " "
by R/W negotiations?

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COUNTY & CITY SECTION
JUL 30 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

NOTED
F. B. KLABOE

FERRY RD.

JEAN

ROAD

"E" LINE

"B₂" LINE

"A₂" LINE

"C" LINE

"C₂" LINE

TRACTS

"D₂" LINE

D₃ LINE

R LINE

(uncolored)

HAZEL

72nd

BRADBURY

WOOD

ACE

Access rights to 37th St. sold

City of Lake Oswego Control Sta. Brass Cap on Iron Pipe Ring & Top Marked Sta. Joe 0.4 Below Grade. Coord. N. 630,848.45 E. 1,423,052.07 1936 Elev. Adopted

B.M. HS76-1963 Brass Disc in S.W. Curb of Structure EL 189.69

See Addendum

THE AMERICAN OIL COMPANY 671 - 127 685-606

OREGON-WASHINGTON LAND CO. 740 - 574

ASSOCIATED OREGON-WASHINGTON LAND CO. 745 - 500

CENTRAL LUTHERAN CHURCH 705 - 332

UNION OIL CO. 712 - 276

CENTRAL TO R.M. MC TARNAHAN 552 - 696

OSCAR E. & EVA LINDBERG 136 - 333

WASHINGTON COUNTY 605 - 264

STATE OF OREGON 345 - 629

ROMAN & THERESA GRUETTER 46

ASH W. ZIONS 732 - 801

ASH AVENUE 60' C.S.H.

Smith B.C. R.P.S.

Tower Steel Co. Controls

Tower Steel Co. Controls

Tower Steel Co. Controls

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AUG 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 4, 1971

In reply refer to: 08-35.6

7937

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

386

SUBJECT: Oregon Project I-5-5(-)293
Bonita, Upper Boones Ferry and
Nyberg Road Undercrossings

In response to Mr. Johnson's July 20 letter preliminary plans for these three structures submitted April 14 are approved.

8-9-71
cy to Merchant

RET

NOTED
A. E. JOHNSON

RECEIVED
AUG 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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JUL 27 1971
FOR FILING

Const
2 nd
Part 2

July 20, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

368

Dear Sir:

Re: Bonita Road, Upper Boones Ferry Road,
and Nyberg Road Undercrossings
S. Tigard Intch.-I-205 Intch. Sec., I-5
Clackamas and Washington Counties
Bridges 7727A, 7728A, and 7582A
Your Ref. 08-35:6

The following is in response to the comments in your May 18 letter:

1. The approach roadways for all three structures will have sidewalks.

2. On the Upper Boones Ferry structure, the approach roadway will have a two-foot guardrail offset.

3. Attached is a copy of a letter from Washington County regarding future plans for Bonita Road. We feel that a 48-foot roadway is the minimum width structure that should be built at this site.

The use of approach guardrail is required for all three structures and will be connected to the CH barrier rail. The guardrail will be terminated without a hazard to approaching traffic, and the sidewalk will be behind the guardrail and turned to cross the connecting ramps at a good angle. This will define a definite path for pedestrians.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachment
cc R. L. Porter
Tom Edwards
I. D. Merchant

JMT:dh ms

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

June 25, 1971

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

Mr. H. S. Cox
County City Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon

Re: Bonita Road, Haines Road-Tualatin River Section, Pacific Highway (I-5), Clackamas County and Washington County

Dear Mr. Cox:

In answer to the letter from your office dated May 28, 1971, regarding the desired width of structure for the Bonita Road crossing over I-5, I should like to inform you that the County intends to widen Bonita Road to a four lane facility westerly from the subject structure to S. W. 72nd Ave. and easterly from the subject structure to the County line.

The time schedule on this improvement is intended to coincide with the improvement of S. W. 72nd Avenue or the completion of the new structure, whichever is the earlier. It would, therefore, be our request that the State consider the four lane width structure be built at this time.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

cc: Larry Rulien, Division Engineer
John McIntyre, Director of Public Works, Clackamas County
Ken Meng, Director of Public Works, Washington County

6-29-71
Reply above per letter request to Wash. Co. of 5-28-71 & FHWA letter of 5-18-71, Encl.
cc: Klobue - Merchant
Hall - Rulien

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
ENGR. COOR. OE AE
UPE CE RE RPE

cc: F. B. Klaboe
F. L. Hall
Ivan Merchant
L. W. Rulien

May 28, 1971

Mr. Ken Meng
Washington County Director of Public Works
232M NE Lincoln
Hillsboro, Oregon 97123

Mr. John McIntyre
Clackamas County Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

RE: Bonita Road
~~Haines Road-Tualatin River Section~~
Pacific Highway (I-5)
Clackamas and Washington Counties

Gentlemen:

In planning for the six-lane improvement of Interstate 5, we have assumed that Bonita Road will reach the status of a major two-lane arterial and have therefore indicated a roadway width of 44 feet on the new structure to replace the existing 26-foot wide facility which must be removed to provide clearance for the proposed six-lane widening of Interstate 5.

In the event you propose a four-lane facility on Bonita Road and feel that greater width will be necessary on the structure, we will need data from you indicating that Bonita Road will be upgraded and constructed concurrent with State construction or within five years after the completion of the proposed Interstate 5 project in order that we may obtain Federal Highway Administration approval for construction of a wider structure at this time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

ADO/DNH:jp'mm

I-5, Wash/Clark Co's

Form FHWA-12: (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 18, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

Johnson

SUBJECT: Oregon Project I-5-5(-)293
Bonita, Upper Boones Ferry and Nyberg Road Undercrossings

Preliminary plans for these structures were submitted by Mr. Johnson's April 14, 1971, letter. We have the following comments on this submission:

1. All of the structures will have sidewalks. The approach roadways should also have sidewalks.

2. Upper Boones Ferry structure has a 2-foot guardrail offset. The approach roadways should also have this offset.

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The use of the GM barrier rail should be predicated on whether you can end the approach guardrail section without a hazard to the approaching traffic and also allow the pedestrian to maintain his desired route without undue difficulty (such as climbing over the guardrail). In a city street situation the rail and GM barrier could present objects which pedestrians might ignore and also be hazardous to vehicles. In such situations a curb should be adequate. In rural areas where high-speed traffic is encountered, protection of the pedestrian by a GM barrier and a properly placed guardrail is desirable where enough pedestrian traffic is encountered.

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RECEIVED
MAY 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

July 14, 1971

DESIGN SECTION REPORT

Haines Interchange-Tualatin River Section
Pacific Highway (I-5)
Clackamas and Washington Counties

A combination corridor and design public hearing was held on the Haines Interchange-Tualatin River Section of the Pacific Highway (I-5) in Clackamas and Washington Counties on April 15, 1971, at 7:30 p.m. in the Phil Lewis Elementary School Auditorium in Tigard, Oregon. There were approximately 18 persons present.

A description of the proposed project is in the enclosed transcript of the public hearing. There is a small scale hearing map attached to the transcript.

The proposed project consists of upgrading the existing four lane section to a six lane facility with a 16 foot median, three 12 foot travel lanes in each direction, and 12 foot shoulders. A positive barrier will be constructed in the median area. The widening will be on both sides of the existing highway and will follow the present alignment and grade. Also included as part of the project is the reconstruction to the revised design of both the Upper and Lower Boones Ferry Road Interchanges.

The Clackamas County Board of Commissioners went on record that Clackamas County favors the proposed project as presented at the hearing. They urged that construction start in the near future.

A representative for the Southern Pacific Railroad Company spoke in regard to extending the project to cover two grade crossings of the railroad. One crossing is on Upper Boones Ferry Road and the other crossing is on Lower Boones Ferry Road. He suggested that automatic gates be installed at both locations. Gates can be installed at any time that they seem warranted, and is not a problem that will have to be worked out at this time or under this project.

The Director of Public Works for the City of Tualatin spoke and also sent a letter regarding a future collector arterial system. Meridian Road, which runs along the county line, will be four lanes and will carry more traffic than at present. Meridian Road ties into Lower Boones Ferry Road near the interchange and the Director was concerned that the connection to the interchange and the interchange itself be designed to handle this proposed additional traffic. The interchange as designed will be adequate for the present traffic. If in the future traffic becomes too great for this design, it may require that the interchange be redesigned, but that will be taken care of at the time it is needed.

A great amount of concern was indicated regarding the southbound off ramp of the South Tigard Interchange. A petition with 33 signatures, six letters from businesses and companies, and one person spoke at the public hearing regarding this ramp. They all felt that the existing southbound off ramp created a hazardous intersection due partly to inadequate sight distance. Some felt that the existing ramp should be raised to give better sight distance and some felt that an additional ramp should be added to the interchange.

A revised interchange design is being prepared with an additional southbound off ramp. This study report is being submitted with the understanding that this problem will have to be solved before approval can be given for that part of the design. The design for the rest of the project has been established.

March 22, 1971

HAINES INTERCHANGE-TUALATIN RIVER SECTION
PACIFIC HIGHWAY (I-5)
WASHINGTON AND CLACKAMAS HIGHWAYS

The proposed project consists of upgrading this four-lane section of Pacific Highway (I-5) to a six-lane facility. Also included as a part of the project is the reconstruction of both the Upper and Lower Boones Ferry Road Interchanges.

During 1969 the traffic on this section of the Pacific Highway averaged 32,700 vehicles daily, with about 10 percent of this traffic being trucks. Data developed for the Portland-Vancouver Metropolitan Transportation Study predicts that the traffic in 1990 will average 65,900 vehicles daily. The computed capacity of the existing highway is 47,000 vehicles daily.

Referring to the hearing map you will note the various colors. The yellow area is the existing pavement that will remain in place. The green is the existing pavement that will be removed. The red is the proposed new construction, which includes an overlay of the existing highway.

The northerly end of the proposed project is at the northerly limits of the South Tigard Interchange. The southerly end of the proposed project is at the bridge over the Tualatin River. The length of the project is 2.8 miles.

As stated previously, the proposed facility will be a six-lane highway with a 16-foot median, three 12-foot travel lanes in each direction and 12-foot shoulders. A positive barrier will be constructed in the median area to separate opposing traffic lanes. The proposed six-laning will be accomplished by widening on both sides of the existing highway and following the present alignment and grade.

Beginning at the northerly end of the project, the following construction work will be required as a result of the proposed six-laning along Interstate 5: The acceleration and deceleration lanes of the South Tigard Interchange will have to be reconstructed; the existing structure at Bonita Road will be replaced with a new structure as the existing structure does not have adequate horizontal and vertical clearance for the six lanes; about 1200 feet along Bonita Road will also be reconstructed to meet the grade of the new structure; the structure over the railroad between Upper and Lower Boones Ferry Roads will be widened to accommodate the six lanes; the railroad structure just north of the Tualatin River will be replaced, with the new structure and portions of the track being built just north of the existing structure.

The existing interchange patterns at Upper and Lower Boones Ferry Roads do not meet present-day standards, therefore diamond type interchanges will be constructed at both locations. At the Upper Boones Ferry Road Interchange, the proposed structure will be built about 150 feet north of the existing structure. Portions of Upper Boones Ferry Road will have to be reconstructed to meet the alignment and grade of the new structure. A frontage road, in the southeast quadrant of the interchange, will be constructed to connect Harrington Avenue and Roosevelt Avenue to Upper Boones Ferry Road.

At the Lower Boones Ferry Road Interchange, the proposed structure will be built about 500 feet north of the existing structure. This will also entail a new connecting road which will be constructed from the intersection of S.E. 72nd Avenue and Bridgeport Road easterly to Lower Boones

Ferry Road in the vicinity of the railroad tracks. A frontage road will be constructed on the westerly side of the interchange to provide access from Bridgeport Road to Hazel Fern Road and Lower Boones Ferry Road. A frontage road will also be constructed on the easterly side of the interchange which will provide access from McEwan Road to Lower Boones Ferry Road. Most of the other public roads that are severed by the proposed interchange will be provided with a cul de sac (turn around area.)

Access control on the proposed project will be the same as on the present highway, with no access being allowed along the Pacific Highway (I-5) or on the exit and entrance ramps of the interchanges. Access will be allowed on the frontage roads and on the portions of the connecting roads outside the interchange limits.

About 18 families involving approximately 47 persons will be displaced by the proposed project. There will also be one business displaced.

Seeding, mulching or landscaping necessary to maintain the esthetics and protect the environment of the area will be provided. Also, any signing, lighting or traffic protection devices necessary to protect the public will be included as a part of the project.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1971

To: Don Keyes
Preliminary Rural Supervisor

BUILDING

SUBJECT: Public Hearing Documentation
Haines Interchange-Tualatin River
Pacific Highway (I-5)
Clackamas and Washington Counties

The need for an improved facility on Haines Interchange-Tualatin River Section of Pacific Highway is evident when future traffic volumes are compared with the capacity of the existing facility. During 1969, the average daily traffic for this section was 32,700 vehicles. Truck traffic amounts to 10 percent of the total daily traffic. The projected 1990 average daily traffic is 65,900 vehicles. This volume is based on data developed for the Portland-Vancouver Metropolitan Transportation Study. The computed capacity of the existing highway is 47,000 vehicles.

During the period from January 1, 1964 through December 31, 1968, and for eight months of 1969, the accident rate for this section of highway was 0.78 accidents per million vehicle miles. This compares with the statewide average accident rate for similar types of highways of 1.09 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Portland General Electric, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, General Telephone Company of the Northwest, Tualatin City Water, Capitol Highway Water District, Metzger Water District, Lake Grove Water District, and Southern Pacific Transportation Company.

Robert E. Royer
Planning Engineer

TS:cw

Hall
A. Olson
Wilt
Hackleman
Carstensen
Mayo

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FEB 24 1971
DESIGN SECTION

Scott
Swenson
R. Olson
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Other

SP 52475-734

RELOCATION COST SUMMARY

South Tigard Interchange - East Portland Freeway Section

Pacific Highway - I-5

12	Residential	$ 3,500
6	Mobile Home Units	$ 1,500
2	Commercial Units	$ 6,000
	TOTAL RELOCATION	$ 11,000

Estimated Additive Payments

Residential	$ 18,800
Mobile Homes	$ 1,440
TOTAL ESTIMATED ADDITIVE	$ 20,240
TOTAL RELOCATION & ADDITIVE ESTIMATE =	$ 31,240

CHESTER B. LIECHTY
R/W Liaison Agent

SUMMARY OF NOTES & COMMENTS

South Tigard Interchange - East Portland Freeway Section

Pacific Highway - I-5

Prefix: 634-1934-913

Revision of previous report submitted 1-26-70

The attached report covers the area required for widening the existing highway to six lanes between Stations 88+00 and 257+50. There will be approximately 60 files involved to acquire the needed right of way. There are 18 residential units involved, 6 of which are mobile homes. There is also one industrial plant and one service station involved.

No problem is anticipated in relocating the displaced persons in decent, safe and sanitary housing. It is possible for the mobile homes to relocate within the three existing courts on the project.

There are no other known local, state or federal projects in the project area that would effect the relocation of the displacees.

It is estimated that a reasonable amount of time necessary to carry out an orderly and humane relocation program and salvage the improvements would be 12 months from the date descriptions are received in the Division Right of Way Office and authorization to proceed is given.

A check of multiple and news media listings indicate a number of 2 and 3 bedroom homes in the project area that range between $11,500 and $13,500; many others in the $13,500 to $18,000 price range. No problem is anticipated in finding rentals for the tenant families.

The families living in the mobile courts which may be involved were not contacted due to the uncertainty of an acquisition date and the turn over rate in occupancy.

There is a definite problem in replacing the septic systems of both the La Rose and 4-U mobile courts. These are properties No. 38 & 39. There is not enough area to re-establish a septic system at the two courts without the loss of an additional trailer space. There were five alternatives considered on this problem:

1. Build a retaining wall to leave the systems intact. This alternate was abandoned not only from an economic standpoint but of sound engineering;

2. Locate the systems an adjoining ground;

3. Remove additional trailer spaces;

4. Install small sewage treatment plant;

5. Public sewers (there is a 45 million dollar sewer plan in Washington County for which bonds have been approved) This is known as Unified Sewerage Agency of Washington County. This plan is currently underway and may solve this problem in time. The present system serves 82 living units.

The one industrial property No. 32-Wellons, will involve relocation and has adequate room to relocate on the remainder. The new office was built so that it can be moved. It is possible that an enclosed work area could be built on the east side of the 36 x 64 foot open work area which would be outside the right of way. This property has a water right to a spring located on S.P.R.R. R/W 30 feet left of Station 163+20.

There is a 2-inch plastic water line located on railroad right of way. This line crosses property No. 26 to serve No. 27. It is felt that any water rights enjoyed by these properties should be purchased to eliminate the problem of re-establishing. There is public water available in this area.

There is several hundred feet of privately-owned railroad spur that serves properties 26,27 and 28. This spur is involved in the area needed for R/W.

Tnere are four commercial outdoor advertising signs involved in the takings. One sign involved is within the City of Tualatin, two are legal under highway permits and the other has been acquired by the state on a prior taking but is operating through the property management section.

Property No. 58 is additional R/W that will be required to relocate existing utility S.P.R.R. overcrossing.

The entire project area is served by public water and involves several crossings; however, no problems are anticipated.

There have been numerous real estate transactions in this area. Ten were submitted with previous report submitted 1-26-70. Five additional current sales are being submitted with this revision; others are being retained in this Region I Right of Way Office.

The total estimated right of way cost is $977,000. This includes $11,000 estimated moving cost, $20,240 additive payments, $3,000 demolition cost and $11,000 incidental cost.

There are no contingencies added to this report.

CHESTER B. LIECHTY
R/W Liaison Agent

CBL:DDM

1934-913

RELOCATION

South Tigard Interchange - East Portland Freeway
Pacific Highway (I-5)

Tenant	No. of Occupants	Contract Rent	Economic Rent	No. of Bedrooms	No. of Brms. Required	Estimated Additive	Moving Expense	Type of Property	Remarks & Relocation Plans
Parcell	6	90	90	2	3	1,200	300	Residential	Will relocate in S.W. area
-----	2	---	50	1	1	5,000	300	Residential	Will relocate in S.W. area
-----	1	-----	150	3	3	5,000	300	Residential	Will relocate in S.W. area
-----	----	-----	-----	---	---	-----	1,000	Business	Can be relocated on remainder
Shell Oil	----	-----	-----	----	----	-----	5,000	Service Station	Will relocate in S.W. area
-----	-----	40	50	----	----	240	200	Mobile Home	Tenants not contacted due to month-to-month rental agreement of a temporary nature.
-----	----	40	50	----	----	240	200	Mobile Home	
-----	----	45	55	----	----	240	300	Mobile Home	Tenants not contacted due to temporary nature of rental agreement.
-----	----	45	55	----	----	240	300	Mobile Home	
-----	----	45	55	----	----	240	300	Mobile Home	
Casey	1	50	75	2	1	600	300	Residence	Single man - relocate in area
Bratton	8	115	180	3	4	1,500	300	Residence	Man & wife with 6 children
Young	8	90	155	3	4	1,500	300	Residence	Woman & 7 children
Pitney	1	85	120	2	2	500	200	Residence	Single man - relocate in the area
-----	2	115	180	2	2	1,500	300	Residential	Tenants not contacted as they are on month-to-month basis. May change occupants.
-----	2	90	155	2	2	1,500	300		

Prefix: 634-1934-913

RELOCATION

South Tigard Interchange - East Portland Freeway
Pacific Highway (I-5)

Property No.	Owner	Tenant	No. of Occupants	Contract Rent	Economic Rent	No. of Bedrooms	No. of Rms Required	Estimated Additive	Moving Expense	Type of Property	Remarks & Relo
3	Zottleder	Parcell	6	90	90	2	3	1,200	300	Residential	Will relocate in
	Pressnall	-----	2	----	50	1	1	5,000	300	Residential	Will relocate in
18	Turner	-----	1	-----	150	3	3	5,000	300	Residential	Will relocate in
32	Wellons	-----	----	-----	-----	---	---	-----	1,000	Business	Can be relocated
37	Werth	Shell Oil	----	-----	-----	----	----	-----	5,000	Service Station	Will relocate in
38	Schwirse	-----	-----	40	50	----	----	240	200	Mobile Home	Tenants not cont
38	Schwirse	-----	----	40	50	----	----	240	200	Mobile Home	month rental agr nature.
38	Schwirse	-----	----	40	50	----	----	240	200	Mobile Home	
39	Rose	-----	----	45	55	----	----	240	300	Mobile Home	Tenants not conta
39	Rose	-----	----	45	55	---	---	240	300	Mobile Home	temporary nature
39	Rose	-----	----	45	55	----	----	240	300	Mobile Home	
53	N.W. Natural Gas Co.	Casey	1	50	75	2	1	600	300	Residence	Single man - relo
55	Finley	Bratton	8	115	180	3	4	1,500	300	Residence	Man & wife with 6
55	Finley	Young	8	90	155	3	4	1,500	300	Residence	Woman & 7 childre
55	Finley	Pitney	1	85	120	2	2	500	200	Residence	Single man - relo
56	Barker	-----	2	115	180	2	2	1,500	300	Residential	Tenants not cont month-to-month b
56	Barker	-----	2	90	155	2	2	1,500	300		May change occup

rchange-East Portland Freeway
I-5

SHEET 2 OF 2 SHEETS

Tenant	No. of Occupants	Contract Rent	Economic Rent	No. of Bedrooms	Bedrooms Required	Estimated Additive	Moving Expense	Type of Property	Remarks and Relocation Plans
-----	1	85	120	2	2	500	300		Before negotiations are authorized, two
-----	----	----	-----	----	----	----	600		marginal houses may have to be moved.

A7

Chester B. Liechty 7/26/71

CHESTER B. LIECHTY
R/W Liaison Agent

South Tigard Interchange-East Portland Freeway
Pacific Highway - I-5
Page 2

SHE

Property No.	Owner	Tenant	No. of Occupants	Contract Rent	Economic Rent	No. of Bedrooms	Bedrooms Required	Estimated Additive	Moving Expense	Type of Property	Remarks and Reloc
56	Barker	-----	1	85	120	2	2	500	300		Before negotiations
56	Barker	-----	----	----	-----	----	----	----	600		marginal houses may

Chester B. Liechty 7/

CHESTER B. LIECHTY
R/W Liaison Agent

RECEIVED
PUBLIC UTILITIES COMMISSION
ATTORNEY GENERAL
JUL 12 1971
FOR FILING
7937

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

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ASSISTANT CHIEF TRIAL COUNSEL

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JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

July 8, 1971

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 800
Application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct an overcrossing over the tracks and right of way of the Southern Pacific Transportation Company known as the COOK OVERCROSSING project.

Dear Sir:

Herewith I hand you an original and five copies of the Application of the State Highway Commission in the above-entitled matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Washington County and two copies for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

/s/ Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
Trial Division

NOTED
F. B. KLABOE

JLS:mjg
Encs.
cc- Tom Edwards
Ivan D. Merchant
F. B. Klaboe
T. W. Litchfield
F. D. Morgan
L. W. Rulien

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 800

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct an overcrossing over the tracks and right of way of the Southern Pacific Transportation Company known as the COOK OVERCROSSING project in the northeast quarter of the northeast quarter of Section 13, Township 2 S, Range 1 W, Willamette Meridian, in Washington County.	APPLICATION No._____

Comes now the State Highway Commission and files its Application in the above entitled matter.

The Applicant herein respectfully represents:

I.

That the name and address of your Applicant is the State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this Application is made under the authority of ORS 366.205, 763.040 and ORS 763.050.

III.

That for the proper service, safety and convenience of the traveling public, Applicant proposes to reconstruct a portion of the Pacific Highway. Said construction necessitates the reconstruction of an existing structure. This existing three-span reinforced concrete deck girder structure was originally constructed in 1937 under the authority of PUC Order No. 4177, dated March 31, 1937. The structure was subsequently widened in 1953 as authorized under

PUC Order No. 32385, dated July 15, 1953. The plans for the reconstruction of said structure are shown on Oregon State Highway Department Drawings No. 26771 entitled "Cook Overcrossing of SPRR South Tigard Interchange-East Portland Freeway Interchange Section Pacific Highway, Washington County", Drawing No. 26772, "Cook Overcrossing of Southern Pacific Railroad", Drawing No. 26876 entitled "Vicinity Map, Cook Overcrossing of Southern Pacific Railroad", and Drawing No. 26877 entitled "Profiles, Cook Overcrossing of Southern Pacific Railroad". These drawings are attached hereto and by this reference made a part hereof. Drawing 26771 is dated January 25, 1971, drawing 26772 is dated January 7, 1971, drawing 26876 was last changed January 26, 1971, and drawing 26877 is dated March, 1969. The proposed structure will be a reconstruction of an existing structure with only the two center bents remaining. Since the railroad will not benefit from the crossing, no participation in the costs of said reconstruction is requested from the railroad.

IV.

Because of the topographical features of the railroad and highway crossing in this area, and the existing heavy traffic on the highway and anticipated heavier traffic in the future, a structure carrying the highway over the railroad tracks is the only practical means of crossing the tracks by the highway at this point.

V.

That upon completion, the annual average daily traffic on the highway over the railroad tracks will be approximately 35,000 vehicles per day with an anticipated increase to 65,000 vehicles by 1990. The railroad movements average five train movements per day.

VI.

The new structure being planned for this crossing will utilize only the two interior bents from the existing structure. The entire superstructure and the end bents of the existing structure are to be removed. Horizontal clearance to the extension of existing Bent 3 and to the proposed retaining wall will be equal to, or greater than, the clearances to existing Bent 3. Horizontal clearance to the extension of existing Bent 2 and the retaining wall will be greater than 18 feet from the center line of the future track. The new structure will be 168 feet long measured between the center lines of the end bents and will consist of three 56-foot prestressed concrete girder spans. The roadway will be 112 feet between curbs allowing for six 12-foot traffic lanes, a 16-foot median and two 12-foot shoulders. There is no provision for pedestrian traffic on this structure. The structure is located on a tangent with a descending grade of -2.993 percent to the south. The center of the highway intersects the center of the railroad track at highway station L5162+44.00 P.O.C. equals railroad station 358+80.50 P.O.C. The angle of intersection between the two center lines is 64° 10' Tan - Tan and is located in the southeast quadrant.

VII.

The following parties are affected by the proposed crossing: the Southern Pacific Transportation Company, and Washington County.

VIII.

That the Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be

borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including approaches.

(b) Finance the construction of said project with its own funds, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursements made as provided in Bureau of Public Roads Policy and Procedure Memorandum No. 30-3, issued October 15, 1966 and amendments and supplements thereto.

(c) On completion of the project, Applicant will maintain the structure and all highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) Remove and protect the signal and communication lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the road bed and trackage after completion of construction.

IX.

That at all times during and after construction, vertical and horizontal clearances of the structure over the railroad will

be in excess of those required by the Public Utility Commissioner.

X.

That the proposed project is located in the northeast quarter of the northeast quarter of Section 13, Township 2 S, Range 1 W, Willamette Meridian in Washington County.

WHEREFORE, Applicant prays for an Order authorizing said construction and an allocation of costs thereof, in accordance herewith, and for such other Order or Orders as may be proper in the premises.

DATED at Salem, Oregon this 8th day of July, 1971.

STATE OF OREGON, by and through
Its State Highway Commission

L. I. LINDAS
Assistant Attorney General & Counsel
for the State Highway Commission

By /s/ Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
)ss.
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

/s/ Ivan D. Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 8th day of July, 1971.

/s/ Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

FORM E-30

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 7, 1971

SUBJECT: Access Points
South Tigard Interchange -
East Portland Freeway Section
Pacific Highway
Clackamas & Washington Counties

To: Mr. Frank Hall
Design Engineer

B U I L D I N G

Attention: Mr. George Wills
Chief Locating Engineer

Attached is a copy of a list of road approach locations which will now be the basis for appraisal and negotiation on the subject section. It is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

This list is to replace the one submitted earlier by Rod Cameron (South Tigard Interchange-Tualatin River Unit). That one should be destroyed.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

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DESIGN SECTION

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-1934

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION
Pacific Highway
Clackamas & Washington Counties

Locating Engineer: Robert Ewen
R/W Liaison Agent: Chester Liech

ACCESS PROVISIONS

Owner	Side	Top Surf. Width	To Be Const. By	Station		Remarks
F. I. G. Holding Co. ~~Emma Hutchcroft Est. Inc.~~	RT			90±		No access to freeway (easement only).
Portland Loan Co. ~~E. Bartlett~~	LT	12'	State	Bangy Ln. 2+30		Reconnect existing driveway to Bangy Lane.
C. Krick ~~Eva Overland~~	RT	12'	State	Bonita Rd. 20+42		No access to highway - existing to be reconnected if disturbed.
Carl & Fredericke Johnsón	RT			Bangy Ln.& 0+20-6+00 &	Bonita Rd. 17+50-19+50	No change in access.
Franklin & Twila Wadley	LT	12'	State	Bonita Rd. 20+30		No access to freeway - existing driveway to be reconnected if disturbed.
Leslie Erickson	LT	12'	State	Bangy Ln. 2+22 & 1+35		Bangy Lane - South. Reconnect existing driveways disturbed.
A. Nelson ~~A. P. & Marguerita Knudsen~~	LT			Bonita Rd. ~~5+60~~	"B" 14+45	Reconnect existing driveway.
A. Nelson ~~Louis R. Hillmen~~	LT			Bonita Rd. ~~5+20-6+20~~	"B" 14+80 - "B" 15+80	Access not affected.
Rogers Machine Co., Inc.	RT			Bonita Rd. ~~5+20-6+00~~	"B" 14+90 - "B" 16+00	Access not affected.
Southern Pacific Co.	RT		State	Bonita Rd. ~~6+90~~	"B" 14+10	Reconnect existing driveway.
Kenneth & Edna Pressnall	RT			Bonita Rd. ~~6+00~~	"B" 13+00	Construct access to frontal road opposite ~~Hicks~~ ("B" 13+00
Southern Pacific Co.	RT		State	Bonita Rd. ~~6+61-13+30~~	"B" 12+20 - "A" 13+20	Access to be by frontal road to Sta. ~~3+00~~ "B" 14+10. Direct access not feasible - no access to freeway. Owner to construct driveways as required.
Sharff & Son Co. (File 38997)	Previously Acquired					

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION
Pacific Highway
Clackamas & Washington Counties

Prefix: 634-1934

ACCESS PROVISIONS

File	Property No.	Owner	Side	Top Surf. Width	To Be Const. By	Station			Locati R/W L
46116	1	F. I. G. Holding Co. ~~Portland Heights Realty~~	RT			90±		No access to freeway (eas	
46008	3	Portland Loan Co. ~~E. Portland~~	LT	12'	State	Bangy Ln. 2+30		Reconnect existing drive	
46006	4	C. Krick ~~Eva Overland~~	RT	12'	State	Bonita Rd. 20+42		No access to highway - e if disturbed.	
46005	5	Carl & Fredericke Johnson	RT			Bangy Ln.& 0+20-6+00 &	Bonita Rd. 17+50-19+50	No change in access.	
19805	6	Franklin & Twila Wadley	LT	12'	State	Bonita Rd. 20+30		No access to freeway - e connected if disturbed.	
46007	46	Leslie Erickson	LT	12'	State	Bangy Ln. 2+22 & 1+35		Bangy Lane - South. Rec disturbed.	
46009	7	A. Nelson ~~A. P. & Marguerite Knudsen~~	LT			Bonita Rd. ~~5+60~~	"B" 14+45	Reconnect existing drive	
46005	8	A. Nelson ~~Ruth R. Williman~~	LT			Bonita Rd. ~~5+20-6+20~~	"B" 14+80 - "B" 15+80	Access not affected.	
	9	Rogers Machine Co., Inc.	RT			Bonita Rd. ~~5+20-6+00~~	"B" 14+90 - "B" 16+00	Access not affected.	
36033	10	Southern Pacific Co.	RT		State	Bonita Rd. ~~4+90~~	"B" 14+10	Reconnect existing drive	
46010	11	Kenneth & Edna Pressnall	RT			Bonita Rd. ~~4+90~~	"B" 13+00	Construct access to fron	
36033	12	Southern Pacific Co.	RT		State	Bonita Rd. ~~5+11-13+30~~	"B" 12+20 - "A" 13+20	Access to be by frontal access not feasible - no to construct driveways &	
38997	13	Sharff & Son Co. (File 38997)	Previously Acquired						

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

(Page 2)

34-1934

SHEET 2 OF 6 SHEE

Owner	Side	Top Surf. Width	To Be Const. By	Station	Remarks
Predelivery Service Corp.	RT			L5 123+12-133+20	No access to freeway - property has other access.
Southern Pacific	RT			L5 133+20-143+52	No access to freeway - property has other access.
Frank Johnson	RT	16'	State	Upper Boones Ferry Rd. UB3 152+20	Access to be reconnected at Sta. UB3 152+20.
Kenneth & Ruth Simpson	RT			Upper Boones Ferry Rd. UB3 152+30-154+50	Remainder has access to Upper Boones Ferry Road.
M. Turner	LT			L5 139+20-143+00	Entire Taking
Alex & Felicia Johnson	RT		State	Upper Boones Ferry Rd. UB3 139+58	Driveway will be reconnected.
Thomas & Dolores Barton	RT	12'	State	Upper Boones Ferry Rd. UB3 138+60 & 139+35	Driveways will be reconnected.
Nobie & M. Durham	RT	10'	State	Upper Boones Ferry Rd. UB3 137+92 & 138+00	One existing driveway to be reconnected.
Victor & Reiko Seger	RT	10'	State	Upper Boones Ferry Rd. UB3 136+50-137+50	Access to be reconnected if disturbed.
Everett & Emma La Strapes	LT	10'	State	Upper Boones Ferry Rd. UB3 137+30	Reconnect existing driveway.
John J. Fargher	LT			Upper Boones Ferry Rd. UB3 137+50 -138+50	Access not affected.
Arnold & Dorothy Fisher	LT		State	Upper Boones Ferry Rd. UB3 138+80	Access control west of UB3 139+40 - reconnect existing driveway.
W. R. Rogers, Trustee	RT			L5 162+25-165+00	No access to freeway - property has other access to S.W. 72nd.
Oregon Asphalt & Paving Co.	RT			L5 165+00 - 168+40	No access to freeway - property has other access to S.W. 72nd Avenue.
Tigard Sand & Gravel Co.	RT			L5 168+40 - ~~170+50~~ 175+25	No access to freeway - property has other access to S.W. 72nd and Rosewood.

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

Prefix: 634-1934 (Page 2)

File	Property No.	Owner	Side	Top Surf. Width	To Be Const. By	Station		Remarks
38718	14	Predelivery Service Corp.	RT			L5 123+12-133+20	No access to freeway - property	
36033	15	Southern Pacific	RT			L5 133+20-143+52	No access to freeway - property	
46021	16	Frank Johnson	RT	16'	State	Upper Boones Ferry Rd. UB3 152+20	Access to be reconnected at Sta	
46022	17	Kenneth & Ruth Simpson	RT			Upper Boones Ferry Rd. UB3 152+30-154+50	Remainder has access to Upper B	
46016	18	M. Turner	LT			L5 139+20-143+00	Entire Taking	
46015	19	Alex & Felicia Johnson	RT		State	Upper Boones Ferry Rd. UB3 139+58	Driveway will be reconnected.	
46014	20	Thomas & Dolores Barton	RT	12'	State	Upper Boones Ferry Rd. UB3 138+60 & 139+35	Driveways will be reconnected.	
46013	21	Nobie & M. Durham	RT	10'	State	Upper Boones Ferry Rd. UB3 137+92 & 138+00	One existing driveway to be rec	
46012	22	Victor & Reiko Seger	RT	10'	State	Upper Boones Ferry Rd. UB3 136+50-137+50	Access to be reconnected if dist	
46018	23	Everett & Emma La Strapes	LT	10'	State	Upper Boones Ferry Rd. UB3 137+30	Reconnect existing driveway.	
46019	24	John J. Fargher	LT			Upper Boones Ferry Rd. UB3 137+50 -138+50	Access not affected.	
46020	25	Arnold & Dorothy Fisher	LT		State	Upper Boones Ferry Rd. UB3 138+80	Access control west of UB3 139+ existing driveway.	
46027	26	W. R. Rogers, Trustee	RT			L5 162+25-165+00	No access to freeway - property S.W. 72nd.	
46028	27	Oregon Asphalt & Paving Co.	RT			L5 165+00 - 168+40	No access to freeway - property S.W. 72nd Avenue.	
46029	28	Tigard Sand & Gravel Co.	RT			L5 168+40 - ~~170+50~~ 175+25	No access to freeway - property S.W. 72nd and Rosewood.	

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

1934 (Page 3)

SHEET 3 OF 6 SHEETS

Owner	Side	Top Surf. Width	To Be Const. By	Station		Remarks
C. Fullman Cecil & Sarah Finley	RT			L5 178+80 -	179+50	Entire taking of parcel on west side of highway.
Washington County	RT			L5 178+80 -	186+60	No access to freeway - property has other access to S.W. 72nd & Bradbury Court.
Washington County	RT			BR 26+10 -	32+00	No access required.
C. Wallons Herbert & Mila Buckman	LT			L5 168+00 -	171+25	No access to freeway - property has other access to Rosewood Avenue.
Charles & Cornelia Clock	LT			L5 171+50 -	174+70	No access to freeway - property has access to Rosewood Avenue.
S. Church Cecil & Sarah Finley	LT			L5 174+70 -	178+00	No access to freeway - property has access to Bradbury Court.
E. I. Smith	LT			185 -	189	Entire Taking.
ICD, Inc.	RT	10'	State	Lower Boones Ferry Rd. R 221+60 -	223+80	Reconnect existing driveway at approximately R 223+95.
John & Katherine Werth	RT		State	L5 202+80 -	207+60	No access to freeway - reconstruct service station driveways to Lower Boones Ferry Road.
Gerald & Sadie Schwirse	RT			207+50 -	210+40	No access to freeway - property has access to Boones Ferry Road.

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

Prefix: 634-1934

File	Property No.	Owner	Side	Top Surf. Width	To Be Const. By	Station		Re
46035	29	C. Fullman ~~Cecil & Sarah Finley~~	RT			L5 178+80 -	179+50	Entire taking of parcel on west
46031	31	Washington County	RT			L5 178+80 -	186+60	No access to freeway - property S.W. 72nd & Bradbury Court.
46031	31A	Washington County	RT			BR 26+10 -	32+00	No access required.
46032	32	C. Wellons ~~Herbert & Nila Buckman~~	LT			L5 168+00 -	171+25	No access to freeway - property Rosewood Avenue.
46033	33	Charles & Cornelia Clock	LT			L5 171+50 -	174+70	No access to freeway - property wood Avenue.
46034	34	S. Church ~~Cecil & Sarah Finley~~	LT			L5 174+70 -	178+00	No access to freeway - property Bradbury Court.
46037	35	E. I. Smith	LT			185 -	189	Entire Taking.
46042	36	ICD, Inc.	RT	10'	State	Lower Boones Ferry Rd. R 221+60 -	223+80	Reconnect existing driveway at R 223+95.
46043	37	John & Katherine Werth	RT		State	L5 202+80 -	207+60	No access to freeway - reconst driveways to Lower Boones Ferr
46044	38	Gerald & Sadie Schwirse	RT			207+50 -	210+40	No access to freeway - propert Boones Ferry Road.

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

534-1934 (Page 4)

SHEET 4 OF 6 SHE

	Owner		Side	Top Surf. Width	To Be Const. By	Station		Remarks
B. Bastian ~~Cyrus & Carlson Rose~~			RT			210+40 - 215+90		No access to freeway - property has access to Boones Ferry Road.
I. Mahan ~~T. W. & Catherine Samuel~~			RT			215+90 - 218+30		No access to freeway - property has access to Childs Road.
Lycurgus	Galbreath		RT			220+00 - 221+30		No access to freeway - remainder is landlocked as before.
Armond & Melva Horton			LT			204+00 - 208+50		No access to freeway - remainder has access to McEwen Road.
Northwest Natural Gas Co.			LT			208+50± - 217+20		No access to freeway - remainder property has acce to McEwen Road.
John & Alys Dagsland			LT			219+00 - 221+00		No access to freeway - remainder has access to Childs Road.
Rose W. Zidell			LT		State	BR 30+50 & 31+35 Bridge Port & Hazel Fern Roads		Reconstruct existing driveways - present access unchanged.
R. Geanther			LT	12'	State	28+55		Reconnect existing driveways to Bridgeport Road.
R. Geanther			LT	12'	State	30+08		Reconnect existing driveways to Bridgeport Road.
L. Thockery (Ore.-Wash. Lumber Co.	C.P.)		LT			~~185+00~~ 183+50 - ~~192+30~~ 188+50		North remainder has access to Jean Road. South remainder has access to existing Lower Boone Ferry Road.
Ore-Wash. Lumber	Co.		LT			188+50 -	192+00	Access to existing Lower Boones Ferry Road

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

Prefix: 634-1934

File	Property No.	Owner	Side	Top Surf. Width	To Be Const. By	Station		
46045	39	B. Bastian ~~Cyrus & Catherine Ross~~	RT			210+40 - 215+90		No access to freeway - pro Boones Ferry Road.
46046	40	I. Mahan ~~T. W. & Catherine Samuel~~	RT			215+90 - 218+30		No access to freeway - pro Childs Road.
46047	41	Lycurgus Galbreath	RT			220+00 - 221+30		No access to freeway - rema before.
46048	42	Armond & Melva Horton	LT			204+00 - 208+50		No access to freeway - rema McEwen Road.
46049	43	Northwest Natural Gas Co.	LT			208+50± - 217+20		No access to freeway - rema to McEwen Road.
46051	44	John & Alys Dagsland	LT			219+00 - 221+00		No access to freeway - rem Childs Road.
46041	45	Rose W. Zidell	LT		State	BR 30+50 & 31+35 Bridge Port & Hazel Fern Roads		Reconstruct existing drive unchanged.
46040	47	R. Geanther	LT	12'	State	28+55		Reconnect existing driveway
46040	47	R. Geanther	LT	12'	State	30+08		Reconnect existing driveway
46038	48	L. Thackery (Ore.-Wash. Lumber Co. C.P.)	LT			183+50 ~~185+00~~	188+50 ~~192+30~~	North remainder has access South remainder has access Ferry Road.
46039		Ore-Wash. Lumber Co.	LT			188+50 -	192+00	Access to existing Lave

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

634-1934

(Page 5)

	Owner		Side	Top Surf. Width	To Be Const. By	Station		Remarks
Bowers			LT & RT			LB 5+25 - 11+50		Entire Taking.
H. Ross			LT		State	LB 5+00 - 6+60		Reconstruct two service station driveways.
C. Ross			RT	30'	State	LB 3+25		Construct access to public road connection.
C. Ross			RT	30'	State	LB 6+80		Construct access to Jean Road cul-de-sac.
C. Hansen			RT	30'	State	LB 1+80		One access to LB & exist to public road connection.
Northwest	Natural Gas Co.		LT	20'	State	LB 3+30		Construct one 20' driveway subject to negotiation.
D. Walker			RT	15'	State	LB 0+80		Reconstruct existing driveway.
C. Fullman ~~C. Finley~~			LT			"L" 178+10	180+45 ~~180+65~~	Existing access to Bradbury Court - O.K.
J. Barker			LT			"L" 180+45	- 184+70	Existing access to Jean Road - O.K.
Teppola ~~Peterle~~			RT			L5 175+25	- 178+60	No access to freeway - access to 72nd Ave. & Bradbury Court.
Conrad			RT			L5 219+00		No change of existing access to Childs Road.
Oscarson ~~Koehler~~			LT			L6 218+50		Access to Childs Road unchanged.
Greaper ~~Gudek~~	et al		LT			L5 138+50		Access to Lake Forest Blvd. unchanged.
Bockel ~~Tindall~~			RT		State	UB3 135+70		Access unchanged ~~Reconstruct existing driveway~~
Regan			LT			UB3 136+00		Access to ~~Lake Forest Blvd.~~ unchanged.

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

Prefix: 634-1934

File	Property No.		Owner		Side	Top Surf. Width	To Be Const. By	Station			R
46026	49	Bowers			LT & RT			LB 5+25 - 11+50		Entire Taking.	
	50	H. Ross			LT		State	LB 5+00 - 6+60		Reconstruct two service stati	
46025	51	C. Ross			RT	30'	State	LB 3+25		Construct access to public ro	
46025	51	C. Ross			RT	30'	State	LB 6+80		Construct access to Jean Roac	
46024	52	C. Hansen			RT	30'	State	LB 1+80		One access to LB & exist to p	
	53	Northwest	Natural Gas Co.		LT	20'	State	LB 3+30		Construct one 20' driveway su	
46023	54	D. Walker			RT	15'	State	LB 0+80		Reconstruct existing driveway	
46035	55	C. Fullman ~~L. Finley~~			LT			"L" 178+10	- ~~180+65~~ 180+45	Existing access to Bradbury C	
46036	56	J. Barker			LT			"L" 180+45	- 184+70	Existing access to Jean Road	
46030	57	Teppola ~~Peterik~~			RT			L5 175+25	- 178+60	No access to freeway - acces Bradbury Court.	
46053	58	Conrad			RT			L5 219+00		No change of existing access	
46050	59	Oscarson ~~Koehler~~			LT			L6 218+50		Access to Childs Road unchan	
46017	60	Graeper ~~Gudick~~	et al		LT			L5 138+50		Access to Lake Forest Blvd.u	
	61	Bockel ~~Tindall~~			RT		State	UB3 135+70		Access unchanged ~~Reconstruct existing driveway~~	
	62	Regan			LT			UB3 136+00		Access to ~~Lake Forest Blvd.~~	

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

634-1934 (Page 6)

SHEET 6 OF 6 SHEETS

APPROVED
Construction Engineer

APPROVED
Right of Way Engineer

APPROVED
Asst. State Highway Engineer

APPROVED
Design Engr.

SUBMITTED
Liaison Agent

RECOMMENDED
Locating Engineer

APPROVED
Division Engineer

SOUTH TIGARD INTERCHANGE - EAST PORTLAND FREEWAY SECTION

Prefix: 634-1934 (Page 6)

APPROVED

Construction Engineer

APPROVED

Right of Way Engineer

APPROVED

Asst. State Highway Engineer

APPROVED

Design Engr.

SUBMITTED

Liaison Agent

RECOMMENDED

Locating Engineer

APPROVED

Division Engineer

7937

RECEIVED
JUN 30 1971
FOR FILING

5 Signed Intch - I-205 Int

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

June 25, 1971

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

Mr. H. S. Cox
County City Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon

Re: Bonita Road, Haines Road-Tualatin River Section,
Pacific Highway (I-5), Clackamas County and
Washington County

Dear Mr. Cox:

In answer to the letter from your office dated May 28, 1971, regarding the desired width of structure for the Bonita Road crossing over I-5, I should like to inform you that the County intends to widen Bonita Road to a four lane facility westerly from the subject structure to S. W. 72nd Ave. and easterly from the subject structure to the County line.

The time schedule on this improvement is intended to coincide with the improvement of S. W. 72nd Avenue or the completion of the new structure, whichever is the earlier. It would, therefore, be our request that the State consider the four lane width structure be built at this time.

Yours very truly,

John F. Crockett
Chief, Engineering Division

RECEIVED
JUN 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JFC:bh

cc: Larry Rulien, Division Engineer
John McIntyre, Director of Public Works, Clackamas County
Ken Meng, Director of Public Works, Washington County

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ JE
☐ UPE ☐ CE ☑ RE ☐ RPE

6-29-71
Reply above per letter request
to Wash. Co. of 5-28-71 &
FHWA letter of 5-18-71, Dmtt.
cc: ~~Klabue~~ - Merchant
Hall - Rulien

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: JUN 17 1971

SUBJECT: Draft Environmental Impact Statement: Oregon Project I-5-5(-)291, South Tigard Interchange - Tualatin River Section

In reply refer to: TEU-12

FROM: Assistant Secretary for Environment and Urban Systems

TO: R. E. Simpson, FHWA Division Engineer
Salem, Oregon

This office has reviewed the draft environmental impact statement for the subject project. In general, we found that the draft did not present a detailed analysis of any environmental impacts which might be expected to arise from the proposed widening.

We note that this project is in the pre-hearing stages and that specific details of design may not be available. However, I would recommend that the draft statement be reworked to reflect an evaluation of environmental concerns. FHWA PPM 20-8 might serve as an initial guide for appropriate factors to be considered.

We appreciate the opportunity to review and comment on this draft statement, and we look forward to your final environmental impact statement and to a reevaluation of environmental impacts of this project.

Herbert F. DeSimone
Assistant Secretary

cc:
Regional Federal Highway Administrator
Portland, Oregon

Act	Info		Init
		Div Engr	
		Engr Asst'd	
✓		Dist Eng - A	
✓		Area Engr	
		Dist Eng - B	
		Area B Engr	
		Planning	
		Rt of Way	
		Bridge Eng	
	✓	F. A.	
		Admin Mgr	
		Maint	
		File	

Hurst

T937

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: E. B. Klaboe
F. L. Hall
Ivan Merchant
L. W. Rulien

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 28, 1971

Mr. Ken Meng
Washington County Director of Public Works
232M NE Lincoln
Hillsboro, Oregon 97123

Mr. John McIntyre
Clackamas County Director of Public Works
902 Abernethy
Oregon City, Oregon 97045

RE: Bonita Road
Haines Road-Tualatin River Section
Pacific Highway (I-5)
Clackamas and Washington Counties

Gentlemen:

In planning for the six-lane improvement of Interstate 5, we have assumed that Bonita Road will reach the status of a major two-lane arterial and have therefore indicated a roadway width of 44 feet on the new structure to replace the existing 26-foot wide facility which must be removed to provide clearance for the proposed six-lane widening of Interstate 5.

In the event you propose a four-lane facility on Bonita Road and feel that greater width will be necessary on the structure, we will need data from you indicating that Bonita Road will be upgraded and constructed concurrent with State construction or within five years after the completion of the proposed Interstate 5 project in order that we may obtain Federal Highway Administration approval for construction of a wider structure at this time.

Very truly yours,

R. L. Porter
State Highway Engineer

By H. S. Cox

H. S. Cox
County and City Engineer

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ADO/DSH:jp/mm

RECEIVED
JUN 2 - 1971
FOR FILING
CRAG
7937

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

May 26, 1971

RECEIVED
JUN 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that on May 21, 1971, the Executive Board of the Columbia Region Association of Governments reviewed the following applications submitted by the Oregon State Highway Division.

WASH. CO.

(1) The South Tigard Interchange--East Portland Freeway Interchange Section, Pacific Highway.

MULT. CO.

(2) The Calvary Presbyterian Church Restoration, Multnomah County.

COL. CO.

(3) Nehalem River Bridge Section FAS 612, Columbia County.

MULT. CO.

(4) N. E. 148th Avenue--N. E. 188th Avenue Section of FAS 730, Multnomah County.

The Board found that each of these projects is compatible with the Portland-Vancouver Metropolitan Highway and Recreation Plans; therefore, the Board unanimously endorsed these projects and urges their funding.

Sincerely yours,

Homer C. Chandler
Executive Director

NOTED
R. W. ELLISON

BEN GIFFORD

cc:
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford (4)
John Sheldrake
L. W. Rulien
L. P. Shaw
W. J. McCallum

HCC:jec

NOTED
E. B. WHITE

RECEIVED
MAY 27 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
MAY 24 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
7937

DATE: May 21, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange
Tualatin River Section
Draft Environmental Statement

We have received comments from our Regional office concerning the Draft Environmental Statement for the subject project. Two copies of these comments are enclosed which should be considered in the preparation of your final statement.

As a general procedure the final Environmental Statement should include a section in which you respond to environmental comments raised at the public hearing and in response to the distribution of the Draft Environmental Statement. This procedure is required by Section 6c of the draft IM on Environmental Statements.

Enclosure

5-24-71
REFERRED TO
Young
ASST. STATE HWY. ENGR
discuss item (4)

NOTED
F. B. KLABOE

FBK

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: May 20, 1971

In reply refer to: 08-00.36

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

D. H. Potter

FROM : I. C. Lloyd, Regional Environmental Coordinator
By: D. H. Potter, Acting Reg. Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project I-5-5(-)291
South Tigard Interchange
Tualatin River Section
Draft Environmental Statement

Act | Inf
✓
Dist A
File

The Regional Environmental Committee has reviewed the draft environmental statement for the subject project and offer the following comments for your consideration in preparing the final statement:

(1) The description and purpose of the proposal is quite lengthy and carries over into other portions of the draft statement. This appears to be more in line with an engineering report than an environmental statement. Perhaps some condensing would be possible.

(2) A discussion on what the existing natural environment consists of is lacking. The man-made environment is fairly well identified. Little attention is given to the probable impact of the proposed action on the Tualatin River and the ecological systems of the adjacent area. If there is to be no disturbance to the ecological balance of land and water areas, then possibly a statement to this effect could be included. Will the proposed project further divide or disrupt the adjacent communities and change the character of the area? If so, then some discussion may be warranted. Consideration should also be given to the effects of new frontage road and crossroad construction.

(3) No mention is made of air and/or water pollution, noise problems, and visual impact of moving traffic on adjacent property owners. These points will undoubtedly be raised by other State and/or Federal agencies concerned with monitoring such impacts of highways on the natural and human environment. Would there be a change in noise levels for a substantial number of people? If so, what is contemplated towards noise abatement? Also, if there will be any effects on existing water supplies or areas of unique beauty and scenic quality, then some discussion would be warranted.

Hdl: note ZBK

(4) The alternate of doing nothing is not discussed. Also, while some disruption to businesses may be unavoidable, alternate interchange configurations or frontage road locations would possibly cause even greater damage to the social, economic and environmental resources.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1971
OREGON DIVISION
GPO 901-614

(5) We assume no parks or recreation sites are involved. A statement to this effect is considered desirable.

(6) No mention is made of proposed borrow sources and construction procedures to minimize soil erosion and water pollution. A brief statement on Federal aid procedures concerning special provisions, standard specifications, borrow area reclamation plans, etc. may be worthy of your consideration.

(7) It is desirable to attach a list of those agencies, groups, etc. to whom the draft statement was sent for comment.

RECEIVED
MAY 21

Form DMWA-21 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 21, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7937

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5( ) 286
Beaver Dam Bridges

Mr. Wallace's May 12 submittal revised preliminary plans for the Beaver Dam Bridges. This submission has been reviewed and is approved.

We note that the foundation report recommends steel piling at the end bents because of the rocky fill material. Inasmuch as you have chosen precast piling we assume that you will specify preboring of the fills.

5-26-71
cy to Merchant
"Please Discuss"
(1.E.J.

NOTED
A. E. JOHNSON

RECEIVED
MAY 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 1 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Beaver Dam Bridges
S. Tigard Intch.-E. Portland Fwy. Intch. Sec.
Pacific Highway (I-5)
Washington County Bridges 7494A & 7494B

Enclosed are two prints of drawing 26870 which is the revised preliminary plan and elevation drawing of the subject structure. This supersedes our revised preliminary submission of March 5, 1971, and is similar to our original submission of April 9, 1970, which you approved June 3, 1970.

The grade line of the on-ramp ("D" Line) has been revised to match the "L" Line grade across the structure. The ramp has a 500' vertical curve and a 9 percent grade change which is a 40 MPH vertical curve for an unlighted ramp and a 50 MPH curve for a lighted ramp. The preliminary plans for illumination will be submitted separately at a later date.

The rail has also been changed from a two-tube rail to a GM rail. All other data on the project is as contained in the preliminary submission of April 9, 1970.

This is being sent to you as a revised preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

RECEIVED
MAY 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LLW:dh
Enclosure
cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
JUN 21 1971
FOR FILING

cc: Mr. Robert Schroeder

7937

May 11, 1971

Homer Chandler
Executive Director
Columbia Region Association of Governments
429 S. W. 4th Avenue - Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

At your request we are pleased to comment on transit requirements in the South Tigard Interchange to the Tualatin River Section of I-5 (Pacific Highway). We understand that the Oregon State Highway Commission is now planning a project to widen this Section of I-5 from four to six lanes.

As you know, we are presently developing for CRAG comprehensive plans for immediate and long-range transit service improvements in the Portland-Vancouver Metropolitan Area. We have coordinated this work with the staff of the Oregon State Highway Commission, so that maximum use by transit could be made of existing and planned highway facilities.

The immediate transit improvement plan, now almost completed, would most likely propose a park-and-ride bus station in the general vicinity of I-5 and Capitol Highway, which is north of the highway widening project. Buses would utilize I-5 for the express trip between the station and downtown Portland and an exclusive bus lane would not be required south of the station. Preliminary recommendations for the 1990 Master Transit Plan, expected to become available by the end of this year, would define the future transit facilities needed in the I-5 Corridor. Based on the studies conducted to date in this area, we do not foresee the need for an exclusive bus lane south of the South Tigard Interchange in view of the distance from downtown Portland.

If we can be of any more help in this matter, please let us know.

Very truly yours,

DE LEUW, CATHER & COMPANY

I. Gilboa
Vice President

IG:js

METROPOLITAN ENGINEER
RECEIVED
MAY 13 1971
NOTE
F. B. KEABOE

7937

RECEIVED
MAY 10 1971
FOR FILING

May 6, 1971

The Honorable Burton C. Wilson, Jr.
Chairman, Washington County
Board of Commissioners
Second and Main Streets
Hillsboro, Oregon 97123

4131

Dear Sir:

Your April 20 comments concerning the Corridor and Design Hearing for the Haines Road-Tualatin River Section of the Pacific Highway (I-5) have been very carefully reviewed by the Highway Division and we offer the following:

Your concern regarding the potential hazard which may be created by ending the southbound Beaverton-Tigard Expressway is well-founded. Temporary signing indicating the end of the expressway along with flashing beacons can be installed on the expressway. At such time as Clackamas County constructs their facility, these temporary signs and flashers can be removed.

Illumination of this interchange will be considered in conjunction with the widening project.

In regard to your request that the Highway Division program the upgrading of the interchange of the Beaverton-Tigard Expressway with I-5 as part of the I-5 widening project, it is felt that such redesign would not be appropriate at this time. As you indicated in your letter, the 1990 Transportation Plan prepared by the Portland-Vancouver Metropolitan Area Transportation Study contains a proposed freeway running easterly from the Beaverton-Tigard Interchange, across the Willamette River tying into S. E. McLoughlin Boulevard.

You also indicated that the Clackamas County Board of Commissioners are contemplating building a facility between this interchange and Boones Ferry Road. It is obvious

that should the freeway ultimately be constructed, a design of the interchange at I-5 would be considerably different than would be required if no freeway were constructed. Designing the interchange would, therefore, appear to be more appropriate at such time as these other highway improvements are nearer to construction.

If changes do become necessary at the existing interchange, they should be of a minor nature and would involve such items as widening a small section of the southbound Interstate 5 off-ramp and the possible restriping of the alignment between the ramp terminals to provide additional lanes. No additional right-of-way would be required for these minor changes and they could be implemented in a rehtively short period of time.

It is hoped that these brief comments will satisfactorily answer your requests; however, if you would like additional information, please feel free to contact me. Thank you very much for your interest and for providing your thoughts on the matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall - Please develope a plan for "end of expressway" signing.

RER:ap ja

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WILLIAM MASTERS, Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
BURTON C. WILSON JR.

April 20, 1971

REFERRED TO
Admin.
BY SECRETARY

RICHARD MILBRODT
COUNTY ADMINISTRATIVE OFFICER
ROOM 209
(503) 648-8676

APR 27 1971

EDWARDS

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Ref: Haines Interchange-Tualatin River
Section - Pacific Hwy (I-5)
Corridor & Design Hearing
April 15, 1971, Washington County
Statement

Gentlemen:

As you are aware, the Beaverton-Tigard Expressway is currently open to travel from I-5 on the south to the Beaverton-Hillsdale Highway on the north. Work now under contract will complete this expressway to its terminus with the Sunset Highway (Hwy #26) just east of the Cedar Hills Shopping Center.

The Beaverton-Tigard Expressway has been designed and planned to eventually upgrade the four at-grade intersections to grade separation facilities. When this latter work is completed the facility can be properly termed a "freeway".

The posted speed on the Beaverton-Tigard Expressway currently is 65 MPH just north of the I-5 interchange. Thus, within a year, there will exist a facility from I-5 to the Sunset Highway properly classed as an "expressway", all intersections being controlled by grade separations or signalization. The only exception to this standard is the I-5, Beaverton-Tigard Expressway interchange.

The 1990 Transportation Plan prepared by the Portland-Vancouver Metropolitan Transportation Study and adopted by that organization, the Columbia Region Association of Governments, and the Oregon State Highway Commission indicates a freeway running easterly from the Beaverton-Tigard, I-5 interchange across the Willamette River and tieing into S.E. McLoughlin Blvd. In the vicinity of I-5, 1990 traffic volumes after restraint, are estimated to be 31,200 ADT, while on the west side of I-5 these volumes are estimated to be 57,400 ADT. In addition to the freeway facility shown on the transportation plan, there is a diagonal arterial road running southeasterly connecting with Boones Ferry Road. On December 9, 1969 the Clackamas County Board of Commissioners held a design corridor hearing on an FAS project to tie this interchange with Boones Ferry Road. We are informed that the design has been approved by the Clackamas County Board of Commissioners, the State Highway Commission and the Bureau of Public Roads.

Since the opening of the Beaverton-Tigard Expressway, Washington County has been aware of several problems involved with the I-5 interchange. The particularly tight 270° turn required of northbound I-5 traffic desiring to continue northwesterly on the Beaverton-Tigard Expressway requires a considerable reduction of speed, then immediately merges with west-

Fred
Ltr reply

bound traffic. The southbound I-5 offramp presents a turning conflict for that traffic desiring to turn east from the offramp. The 65 MPH speed westerly of I-5 and the absence of any advice to the motorist that the expressway ends has also been of concern to the county.

The 1970 traffic volume analysis prepared by the Traffic Section of the Oregon State Highway Division indicates an ADT of 4,050 transferring from northbound I-5 to westbound Beaverton-Tigard and 350 turning left from Bangy Road to westbound Beaverton-Tigard Expressway. Projections are for 1,300 ADT additional from the facility under consideration by Clackamas County continuing westbound on the Beaverton-Tigard Expressway for a 1970 total traffic of 5,700 ADT westbound. In addition, left turns from the southbound I-5 offramp on the Beaverton-Tigard Expressway show 1,600 ADT crossing the aforementioned 5,700.

Washington County is programming the improvement of S.W. 72nd Avenue since industrial traffic has placed heavy demands on the existing facility. Portions of this same industrial traffic have been noted to utilize the Bonita Overpass and Bangy Road to gain access to the same interchange.

Washington County is concerned about the ability of the I-5, Beaverton-Tigard Expressway interchange to function safely and efficiently as volumes continue to build. We are concerned about the possibility of stacking northbound I-5 traffic on the offramp to a point where it might interfere with I-5 through traffic. We are concerned about the hazards involved in the southbound offramp intersectiong the Beaverton-Tigard Expressway, and the turning movements necessitated. We also feel that the southbound Beaverton-Tigard Expressway traffic should be warned of a congested and sometimes hazardous interchange.

We would request that the Oregon State Highway Division program the upgrading of the interchange with proper ramps, lighting, etc. to provide for safe and efficient movement of the traffic as part of the I-5 widening project currently under consideration.

The county concurs with the remainder of the proposed project including a four lane underpass on Lower Boones Ferry Road.

Respectfully submitted,

WASHINGTON COUNTY
BOARD OF COMMISSIONERS

Burton C. Wilson Jr., Chairman

BW/KM:jt

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APR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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May 3, 1971

Mr. Ernest C. Chandler
Executive Director
Columbia Region Association
of Governments
429 S. W. 4th Avenue
Portland, Oregon 97204

Dear Mr. Chandler:

Reference your letter of April 30 regarding questions which the Advisory Board of the Columbia Region Association of Governments felt should be clarified.

Mr. F. B. Klaboe, Assistant State Highway Engineer, will be present at your meeting of May 14 to answer such questions as will help to clarify the matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

LHY:ia

cc: R. H. Boyer
L. W. Halloran
R. L. Schroeder

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON Cities in Clackamas County
CLARK COUNTY, WASHINGTON Cities in Clark County
MULTNOMAH COUNTY, OREGON Cities in Multnomah County
WASHINGTON COUNTY, OREGON Cities in Washington County

April 30, 1971

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Young:

The Advisory Board of the Columbia Region Association of Governments reviewed in its meeting of April 23, 1971, the application entitled:

S. Tigard Interchange-Tualatin River Section
I-5 (Pacific Highway)

In their review, the Board members felt more information was needed to evaluate this project. Therefore, they held the project over to their May 14 meeting. The Board is desirous of having clarification on the following questions:

1. Feasibility of providing a mass transit lane in the highway.

2. What is contemplated to improve the Bonita Interchange.

3. The option of substituting in place of the proposed project another highway project more urgently needed in the Portland-Vancouver Area.

4. Clarification of the Highway Division's priorities and long-range plans for highway construction in the Portland-Vancouver Area.

Your assistance in assigning staff qualified to discuss and answer these questions in the May 14 meeting will be greatly appreciated.

Copies to: Klatow
Schroeder
Roger
Hall
Fulton
5-4-71

Sincerely,

Homer C. Chandler
Executive Director

HCC:jec

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MAY 1 1971
PROGRAM & PLANNING
DIVISION

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MAY 10 1971

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7937

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 4, 1971
Salem, Oregon

SUBJECT: S. Tigard Int.-E. Portland Fwy.
Int. Section
Pacific Highway
Washington & Clackamas Counties

To: C. G. Swenson
Specifications Engineer

OFFICE

4143

Cook O Xing
Lower Boones Ferry Rd
Nyberg Int.
Upper Boones Ferry O-Xing
Bonita U-Xing
Tual U-Xing

Mr. Klaboe has requested that a paragraph be included in the Special Provisions for the subject project requiring the contractor to exercise extreme caution in the area occupied by the trees mentioned in the accompanying news story so that they are not damaged or destroyed.

Frank L. Hall
Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:jf
cc: F. B. Klaboe

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MAY 5 1971
STATE OF
ENGINEER

FORM 8-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 4, 1971
Salem, Oregon

To: F. D. Morgan
Construction Engineer

B U I L D I N G

SUBJECT: S. Tigard Int.-E. Portland Freeway
Int. Section
Pacific Highway
Washington & Clackamas County

Mr. F. B. Klaboe has requested that the contractor be required to exercise extreme caution in the area occupied by the trees mentioned in the accompanying news story so that they are not damaged or destroyed.

Frank L. Hall
Design Engineer
By:

Frank E. Terpin
Final Design Engineer

FET:jf

cc: L. W. Rulien
F. B. Klaboe

ONCE UPON A TIME

Tree plea heartening

By TERRY BLEVINS

In the many hours I have attended public hearings on some governmental action or another, I've seen and heard a lot of people complaining, protesting and generally opposing nearly every project that comes up.

And while many such projects deserve protest, I sometimes get disgusted with the people who appear, because they invariably protest because they will lose money for some reason.

Money, as you know, is the prime mover.

It was heartening, although sad to see a man appear Thursday night before officials proposing widening I-5 to six lanes and plead for a few trees, instead.

His name was John Dagsland, of SW Childs Road, and he told those few present that certain of his trees would, after the project got underway, be on state property as they lie within the right of way of the freeway. He said the trees wouldn't interfere with the project, however, and wouldn't need to be removed, but he feared through oversight they might be destroyed all the same.

Dagsland asked that care be taken to spare the trees, and offered pictures he had to show their exact locations. But no one seemed to take any great interest in the photos.

That's all he said at the hearing. He didn't mention the fact that many other of his trees and shrubs would, in fact, necessarily be sacrificed for I-5. He didn't complain that his driveway, which loops in front of his home, would have to be relocated. And nothing was mentioned about the right of way which, when completed, will lie within 12 feet of his back porch.

"I don't mind giving up the trees and land, if they have to have it," he later commented. "But they don't have to take out those trees (on the river)."

Eighteen families and one business will be displaced by the project, according to the state report. And no one appeared to protest.

My conclusion is this: the state is paying market value for property commandeered, not to mention tidy benefits to aid in moving, etc. Displaced persons can take their money and run, find a new spot with the right plumbing fixtures, the proper number of stalls in the garage and a mailbox--even trees, if desired--and be perfectly happy again in a short time.

But persons like Dagsland, and no doubt many will suffer similar indignities, will take the money they get from the state...for what use? They still will have to look at the freeway, except it will be closer. In Dagsland's case, it will be 12 feet from the back porch. They can't replace the trees, as the state would no doubt find that inconvenient, and drivers would, as well.

The Dagslands don't want to move. They looked along every river in the area for a home they liked; they liked the one on SW Childs Road and have lived there 10 years. They feel they couldn't find another to replace it, even if they traversed the riverbanks all over again.

So, until the state widens I-5 to eight lanes, the Dagslunds will have a bare sloping shoulder where trees once stood. But they will have the consolation of a few trees on the river bank, if they are allowed to remain standing.

I hope they are. They're nice, for a change. And better than money.

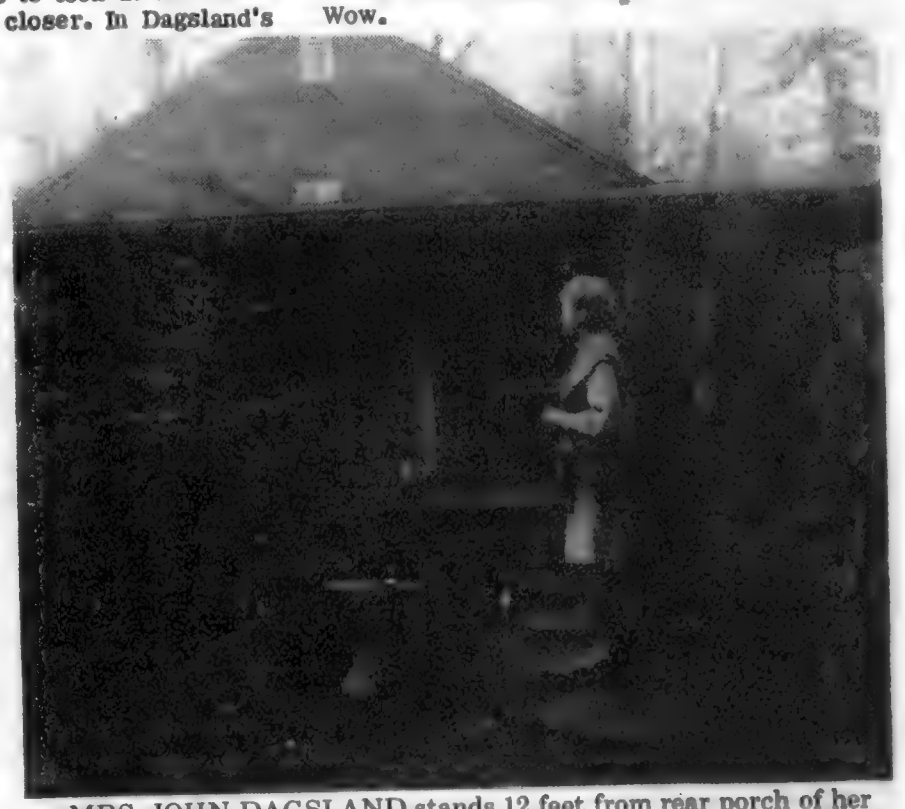
-o-

A news release from Linfield College has announced the addition of a non-commercial educational FM radio station on the campus. Its result of a monetary gift from a friend of the college, and will be used as a learning tool for students and as a communications channel between the community and the college.

Power of the station is to be 10 watts.

Wow.

TREES IN QUESTION at the public hearing on the I-5 widening project are those on the bank of the Tualatin River, in center of photo, at rear of John Dagsland home. Dagsland fears they will be destroyed through carelessness or negligence when construction gets underway.



MRS. JOHN DAGSLAND stands 12 feet from rear porch of her home on SW Childs Road, to illustrate how close I-5 right of way will come to the residence after widening.

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MAY 10 1971
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EXECUTIVE DEPARTMENT

7937

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
~~EDWARD C. WESTERDAHL~~ #
Director

April 28, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: S. Tigard Interchange -
Tualatin River Section
Clearinghouse #71.0125

Dear Mr. Porter:

We have referred your Environmental Statement on the subject development to the appropriate State agencies for their review and comments. The responses did not note any substantive criticisms or objections.

The Local Government Relations Division commented that:

> "... the benefits to be gained by widening the South Tigard Interchange-Tualatin River Section of I-5 (Pacific Highway) far outweighs any damage to the environment that may be caused by the construction."

The Fish Commission suggested the following:

> "Several species of anadromous fish utilize Tualatin River in the area involved. Thus fish passage as well as water quality must be maintained."

We have no comment to add and wish you every success.

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MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Cleighton Penwell

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APR 27 1971
FOR FILING

STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

NL 7937

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

April 23, 1971

TOM McCALL
GOVERNOR
Cleighton Penwell
~~EDWARD G. WESTERDAHL II~~
Director

Klecker

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: S. Tigard Intchge - East Portland
Fwy Inchge - Pacific Highway
Clearinghouse #71.0118

Dear Mr. Porter:

This is to notify you that the State Clearinghouse as officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

4-27-71
REFERRED TO
Young
ASST. STATE HWY. ENGR

NOTED
TOM EDWARDS

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APR 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7937

APR 26 1971

April 21, 1971

Mr. T. R. Swennes
Vice President - Operations
Convoy Company
P. O. Box 10185
Portland, Oregon 97210

Re: Haines Interchange-
Tualatin River Section
Interstate 5

Dear Dick:

Thank you for your note concerning the interchange which provides access to Bangy and Bonita Roads.

Unfortunately, the area in question is not a part of the proposed new construction. The connection presently in place was constructed to fit the three-lane configuration with only some minor pavement improvement. Further, the American Association of State Highway Officials' design criteria will not permit a double off-ramp configuration such as you propose.

Best regards,

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe

Convoy Company

MAIN OFFICE: 3900 N.W. YEON AVENUE, P.O. BOX 10185 • PORTLAND, OREGON 97210 • 222-9841

April 16, 1971

TRAFFIC OFFICE:
DETROIT

TERMINALS:
EUGENE
KENT
LAUREL
PORTLAND
SAN FRANCISCO
SPOKANE
TIGARD

Mr. Tom Edwards
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Tom:

We understand that there are to be changes made in the Haines Interchange/Tualatin River Section of I-5. We would like to suggest that a cloverleaf turn be installed for the southbound lane at the Tigard exit to handle traffic to Bangy and Bonita Roads. Under the present configuration it is necessary for vehicles destined for the Bonita Road to cross the Tigard freeway. The character of the road at that point is rather dangerous, since there is not a clear view of traffic approaching from the west, nor for that matter on traffic turning off northbound of I-5 onto the Tigard exit. The visibility is poor for passenger cars, and dangerous for loaded trucks moving from a stop out into and across the traffic lanes. We have photocopied a copy of the area in question and marked in pen the proposed change.

Sincerely,

T. R. Swennes
Vice President - Operations

h

NOTED
TOM EDWARDS

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APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121-(12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 20, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)293
S. Tigard Interchange - E. Portland Freeway Section
Lower Boones Ferry Road (Bridge 7729A)

I have reviewed the various methods of handling traffic as proposed in your letter of April 8.

We agree with your proposal of Plan "B" as the best method to handle traffic during construction, and recommend that it be the method used.

by Klabo, Hall, Merkat & Morgan 4-26-71

NOTED
TOM EDWARDS

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APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 6 1971
7937
REGION X
Office of Metropolitan Planning
and Development

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

April 20, 1971

IN REPLY REFER TO:
10ME

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Environmental Impact Statement
S. Tigard Interchange - Tualatin River Section

We have reviewed the draft Environmental Statement submitted to our Portland Area Office with your April 9, 1971 letter.

The proposed project consists of the redevelopment of a segment of I-5 south of Portland from a 4-lane to a 6-lane facility.

Since the project affects the urbanized area and could have a considerable impact on land use factors, we would like to reserve our comments until after other state agencies have commented. We also think that results of the public hearing will give us a better idea as to the impact of the project in our areas of concern.

Thank you for the opportunity to review your draft statement. Please let us know the results of the public hearings and comments from the other state agencies.

Sincerely,

John R. Merrill
Assistant Regional Administrator for
Metropolitan Planning and Development

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
W. H. Tebeau
H. S. Cox
John Sheldrake
L. W. Rulien

cc: Irv Lloyd, FHWA

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OFFICE OF
STATE HIGHWAY ENGINEER
BEN GIFFORD

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APR 22 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON
4-22-71

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UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

7837

April 16, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Cook Overcrossing
South Tigard Interchange-East Portland
East Freeway Section
Pacific Highway
Washington County
Your File: 322
0-0-70-15

Gentlemen:

This is in reply to your letter dated March 4, 1971, requesting certain information about the above captioned overcrossing.

Mr. Merchant, in his letters dated March 9 and March 29, 1971, submitted to you preliminary plans of this structure. Grading plans will be submitted as soon as they are available.

You will find attached, a print of a portion of our detail map which shows the well and water line that occupy Railroad property on the southerly side of the tracks. You will also note that these facilities will fall beneath the proposed end fill of the structure. It is our understanding that this water source is no longer needed by the user, and it is our intent to purchase this right and retire these facilities. Details of their disposition will be shown on the construction plans.

You have advised that the spur track serving the property west of the highway and south of your tracks is owned by the industry from the clear point south. It is our intention to handle the disposition of this track as part of the right of way transaction and not with your forces. If we restored the track approximately 8 feet 6 inches from the proposed right of way line, as shown on the enclosed print, it may be necessary to relocate your switch to provide the proper curvature, rather than sharpen the curve as shown on this sketch. Please advise us of what measures must be taken to accomplish the indicated relocation and provide an estimated cost of the total track relocation. We will need this information to properly appraise the damage to the property.

At this time, we intend to open bids for this project during the second quarter of 1972. Additional information will be submitted to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe w/copy of SP letter and sketch
I. D. Merchant "
F. L Hall "
L. H Young "
D. H. Moehring "
L. W. Rulien "
J. Ewen "
R. H. Rumbolz "

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OFFICE OF
STATE HIGHWAY ENGINEER

S-2410

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

March 4, 1971

322
0-0-70-15

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to my letter November 25, 1970, regarding the six-laning of I-5 which will involve the reconstruction or widening Highway Overpass Structure FD 748.7-A near Cook.

Please advise if plans have now been completed for this reconstruction. Understand that there was some question as to the elimination of wells and pipelines which are located within the highway easement.

Please advise when this project would be scheduled for awarding bids.

Yours truly,

A W Kilborn

Routing
Morgan
Decker
Smith
Anderson
Cochran
Johnson
Peters
Swan
Glenn
Litchfield
Gallagher
Stein

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MAR 5 1971
CONSTRUCTION
DIVISION

CLACKAMAS COUNTY

WASHINGTON COUNTY

Herbert & Mila Buckman
B.434 P.734

C. Lauren & Wellons
B.553 P.292 (Contract)

"L" 161 + 7.2 to 162 + 00 = 40 C.Y.
24" Perf. Pipe
Mat'l. in Drains 62 C.Y.

RAIL

Fill Slope

4" Conc. Box for Spring Running Water 9-28-67

Guard Rail — 8" Perf. Pipe

R/W

Fill Slope

Machine Shed

Fl. El. 152.2

Fl. El. 158.0

Fl. El. 151.7

Conc. Box Pump House

P.I. Sta. 33.0 C.C. to P.I.

Catch Basin
Top of Grate El. 192.4
Fl. Elev. = 190.1

Guard Rail — 8" Perf. Pipe

Power Pole #3376

Power Pole #3375

Loading Ramp — Wooden Piling with 5" Steel Angle Iron Top

Fill Slope

R/W

PROPOSED TRACK

Pipe from Hydraulic Ram

W.L.

Shed Clay Block

W.L.

Gravel Stockpile

Mach. Shed

W.R. Rogers, Trustee
B.426 P.651

Oregon Asphaltic Paving Co.
B.407 P.107
B.407 P.381
B.414 P.209
B.422 P.537

A

B

C

D

Trustee
P.557

7937

April 14, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Nyberg Road Interchange
S. Tigard Intch.-E.Portland Freeway
Intch. Section, I-5, Washington Co.
Bridge No. 7582A

Enclosed are two prints each of Drawing Nos. 26773 and 26683 which are the preliminary plan and elevation and the foundation data sheet for the subject structure. Also enclosed are two prints each of the geometric sheet, two colored perspective drawings, and a drawing showing all four overcrossings on this section. Two copies of the foundation recommendation and a letter from our Traffic Section regarding sidewalks are also included.

Widening the subject section of I-5 from four to six lanes requires replacement of the existing structure as previously approved by your office. A combination of right-of-way and interchange ramp grade line considerations requires that the new structure be built on the existing alignment of Nyberg Road. A detour structure will be required to handle Nyberg Road traffic during construction. There is no network of local roads available for a satisfactory temporary detour for traffic crossing the freeway at this location.

The proposed structure has a 64-foot roadway width. This provides for two 16-foot lanes, a left-turn refuge and 8-foot shoulders (6 feet plus 2-foot offset to guardrails). The structure is of a sufficient length to span the 6-lane freeway section with variable median width and 2:1 end fill slopes.

The above-mentioned critical grade profile requires a minimum structural depth. Structural steel box girder and post-tensioned box girder are the only two types which could reasonably be used, within the structural depth available, to obtain the required span lengths.

We propose the post-tensioned concrete alternate as being the most appropriate. The cost of this alternate, based on approximate quantities and including an allowance for engineering and contingencies, is $522,00 plus $56,000 for the detour structure. The cost of a steel structure is estimated to be $690,000 plus the detour.

A constant-depth structure was selected because of both grade line considerations and aesthetics. The clearance point is near the center bent and would make a vertical haunch quite short, which would not be desirable. An attempt is being made to coordinate the four structures on this section with some variation as shown on the drawing enclosed. This structure is a transition from the five-span steel rigid frame to the south and the proposed railroad structure to the north of this site.

Openings in the falsework (14'-9" x 34'-0") for the new structure and in the detour structure will be provided for the freeway traffic. The contractor will be required to adequately protect the falsework bents adjacent to traffic.

We propose to build this structure without expansion joints. The end walls of the box girder will be built on the pile footings at Bents 1 and 3 with a device to allow movement during prestressing. The impact panel will then be poured against the end wall. This is a detail that has been used satisfactorily by other states.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant

Enclosures

LLW:ag ms

RECEIVED
APR 1971
FOR FILING
7937

April 14, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Upper Boones Ferry Road U'Xing
S. Tigard Intch.-N. Portland Freeway
Intch. Section, I-5, Washington
and Clackamas Counties
Bridge No. 7728A

Enclosed are two prints each of Drawing Nos. 27006, 15537, and 26932 which are the preliminary plan and elevation, vicinity map, and foundation data sheet for the subject structure. Also enclosed are two copies each of the geometric sheet, foundation recommendation, a drawing showing all four overcrossing structures on this section, and a letter from our Traffic Section regarding sidewalks.

Replacement of the existing structure is required in order to provide for the widening of I-5 from four to six lanes. No detour will be required as the proposed structure is on new alignment. The existing structure will be used to carry traffic during construction.

A shallow-depth structure is required because of grade lines, and steel or post-tensioned concrete are the only practical types to obtain the span length required. We have chosen the post-tensioned concrete alternate as being the most appropriate. The cost of this alternate, based on approximate quantities and including an allowance for engineering and contingencies, is $503,000. The cost of a steel structure is estimated to be $570,000.

A constant-depth structure is required because the 16-foot median would not allow a vertical haunch without raising the grade line. This structure is coordinated with the three other overcrossings on this section as shown on the enclosed drawing. The concrete median barrier on the freeway will be built monolithically with the center bent columns.

We propose to build this structure without expansion joints. The end walls of the box girder will be built on the pile footings at Bents 1 and 3 with a device to allow movemnt during prestressing. The impact panel will then be poured against the wall. This is a detail used satisfactorily by other states.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Enclosures

cc R. L. Porter
Tom Edwards
I. D. Merchant

LLW/JMT:ag ms

RECEIVED
APR 19 1971
FOR FILING
17987

April 14, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Bonita Road Undercrossing
S. Tigard Intch.-S.Portland Freeway
Section, I-5, Washington and
Clackamas Counties
Bridge No. 7727A

Enclosed are two prints each of Drawing Nos. 27007, 26875, and 26841, which are the preliminary plan and elevation, vicinity map, and foundation data sheet for the subject structure. Also enclosed are two copies each of a colored perspective drawing, a drawing showing all four structures on this section, the foundation recommendation, and a letter from our Traffic Section regarding sidewalks.

Replacement of the existing structure is required in order to provide for the widening of I-5 from four to six lanes. The structure is of sufficient length to span the six lanes and 16-foot median with 2:1 end fill slopes. No detour structure is required due to the proximity of the South Tigard Interchange structure.

A shallow-depth structure is required because of grade lines, and steel or post-tensioned concrete box girders are the only practical types to obtain the span lengths required. We have chosen the post-tensioned concrete alternate as being the most appropriate. The cost of this alternate, based on approximate quantities and including an allowance for engineering and contingencies, is $315,000. The cost of a steel structure is estimated to be $425,000.

A constant-depth structure is required because the 16-foot median would not allow a vertical haunch without raising the grade line. This structure is coordinated with

the three other overcrossings on this section as shown on the enclosed drawing. The concrete median barrier on the freeway will be built monolithically with the center bent columns.

We propose to build this structure without expansion joints. The end walls of the box girder will be built on the pile footings at Bents 1 and 3 with a device to allow movement during prestressing. The impact panel will then be poured against the end wall. This is a detail used satisfactorily by other states.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Enclosures

cc R. L. Porter
Tom Edwards
I. D. Merchant

LLW:dh ms

RECEIVED
APR 9 - 1971
FOR FILING
7987

April 8, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

283

Dear Sir:

S. Tigard Intch.-E. Portland Fwy. Sec.
Oregon Project I-5-3(-)291
Lower Boones Ferry Road Intch. (Bridge 7729A)
Your Ref. 08-35.4

We have reviewed the comments in your February 18 letter regarding our preliminary bridge plan submittal.

The second paragraph is concerned with the stability of the frame structure with the long center span and short side spans. This will be carefully taken into account in the final design. We have designed and constructed two similar structures on the Beaverton-Tigard Highway.

Consideration has been given to the various methods of handling traffic during construction. Attached are two copies of a tabulation of cost comparisons for three alternate plans. Plan "C" involves closure of Lower Boones Ferry Road and use of the county road network for approximately five weeks. This is our estimate of the time required to place embankment and temporary surfacing at the existing structure site and to grade and pave Lower Boones Ferry Road where its new location intersects the detour alignment.

Plan "C" is not recommended as 0.68 mile of the detour would be on a narrow road through a residential district. The estimated average daily traffic of 6,800 would create a hazard to the residents. In addition, use of a detour would disrupt business at six service stations and other people-oriented businesses.

by Klebe, Merchant, Weiler Morgan
4-26-71

We recommend your approval of Plan "B". This plan calls for a 56' wide x 127' long structure to span two traffic lanes at the new location of Lower Boones Ferry Road. It also includes the 56' wide x 97' long structure required by all three plans at the crossing of the present location of Lower Boones Ferry Road. Plan "B" is estimated at $34,000 less than our original plan.

Also attached are two prints of Plan "B" showing a revised detour alignment which permits construction of the permanent structure without shoring between it and the detour roadway.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc R. L. Porter
Tom Edwards
Y. D. Merchant

LLW:dh mm

COMPARATIVE COST SUMMARY

PLAN "A"		PLAN "B"*		PLAN "C"**	
Original proposal to FHA Structure #1 - 222' long to span new 4-lane Lower Boones Ferry Rd. Sec. Structure #2 - 97' long.		Structure #1 - 127' long to span 2 lanes of new Lower Boones Ferry Rd. Sec. Structure #2 - 97' long.		Closure of Lower Boones Ferry Road and use of local road network (5 weeks). Structure #2 - 97' long.	
Structure #1 -	$96,000	Structure #1 -	$55,000	Structure #1 -	------
Structure #2 -	42,000	Additional detour pavement	5,000	Additional detour pavement	$12,000
		Additional cost grad. & pav adj: to traffic	2,000	Temp. signing	10,000
		Struct. #2	42,000	Overlay cost (.68 mi. on Forest Rd.)	14,000***
	$138,000		$104,000*		$78,000

*This plan is $34,000 less than Plan "A" and enables traffic to flow in present pattern.

**This plan is $60,000 less than Plan "A" but disrupts access to businesses in the existing interchange area for approx. 5 weeks.

***This is an approx. estimate. Actual cost might be considerably higher.

by Klaber Hall, Merchant, Morgan 4-26-71

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1971

To:

SUBJECT: S. Tigard Intch.-E. Portland Fwy. Section
Detour at Lower Boones Ferry Rd.
Bridge 7729A
Pink Slip Assignment #283

Mr. A. E. Johnson
Assistant State Highway Engineer

B U I L D I N G

Attached is a tabulation of cost comparisons for three alternate plans for handling of traffic at the construction site of the Lower Boones Ferry Road Undercrossing.

We recommend that Plan "B" be proposed to the Federal Highway Administration in answer to their letter of February 18, 1971.

Shown on the attached print is a revised detour alignment which permits construction of the new structure without shoring between it and the detour.

L. L. Wallace

L. L. Wallace
Bridge Design Engineer

LLW:dh
Attachments

4-2-71
Instr by AES to rough draft
reply to FHA recommending Plan "B"
LLW

BP 92475-734

COMPARATIVE COST SUMMARY

PLAN "A"		PLAN "B"*		PLAN "C"**	
Original proposal to FHA Structure #1 - 222' long to span new 4-lane Lower Boones Ferry Rd. Sec. Structure #2 - 97' long.		Structure #1 - 127' long to span 2 lanes of new Lower Boones Ferry Rd. Sec. Structure #2 - 97' long.		Closure of Lower Boones Ferry Road and use of local road network (5 weeks). Structure #2 - 97' long.	
Structure #1 -	$96,000	Structure #1 -	$55,000	Structure #1 -	------
Structure #2 -	42,000	Additional detour pavement	5,000	Additional detour pavement	$12,000
		Additional cost grad. & pav adj. to traffic	2,000	Temp. signing	10,000
		Struct. #2	42,000	Overlay cost (.68 mi. on Forest Rd.)	14,000***
	$138,000		$104,000*		$78,000

*This plan is $34,000 less than Plan "A" and enables traffic to flow in present pattern.

**This plan is $60,000 less than Plan "A" but disrupts access to businesses in the existing interchange area for approx. 5 weeks.

***This is an approx. estimate. Actual cost might be considerably higher.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: February 18, 1971

In reply refer to: 08-35.6

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)291
S. Tigard Interchange - E. Portland Freeway Section

I have reviewed the preliminary bridge plans for the Lower Boones Ferry Road overcrossing structure submitted with Mr. Merchant's January 15 letter. I approve the structure type and geometrics with the following comments on the submission:

We are concerned about the stability of the structure with the long center span. It would appear that the construction specifications should carefully cover excavation disturbance at Bents 2 and 3. Other alternates that might present economical advantages are continuous footings at these bents, or possible buried struts to the end bents. Please review the advantages of these alternates in the preparation of your plans.

You have recommended the installation of two detour structures at a cost of $138,000. Have you explored the temporary use of the County road system during construction? The short-time use of the Upper Boones Ferry Interchange (Carman Drive) temporarily might save a considerable amount of the detour cost. If time limits on the demolition and "plug" filling of the freeway section were specified, only a few weeks' closure period would be necessary. This location might be a place where a contractor could propose an acceptable alternate to the State's proposal.

Before the final PS&E is prepared please explore the above possibilities and let us know your results.

NOTED
TOM ENTRIKIN
RECEIVED
MAR 3 1971
BRIDGE DIVISION

RECEIVED
FEB 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: S. Tigard Intchge. - East Portland Fwy. Intchge. Sec. Pacific Highway, Washington & Clackamas Co's.

April 2 19 71

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X ..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City Tualatin

County Washington Clackamas Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 13,385,000
Loan ..... Grant X
Local Applicant Share (--)
(if any) $ --

State Agency Share $ 1,115,000

Other (Specify) $ --

Total $ 14,500,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X ..... Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date April 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date October 1973

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** July 15, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

S. TIGARD INTCHGE. - EAST PORTLAND FWY. INTCHGE. SECTION,

Pacific Highway (I-5), Washington & Clackamas Counties.

This project consists of preliminary engineering, right-of-way acquisition, grading, paving, structures, and incidental work required to reconstruct the existing substandard four lane facility to a six lane freeway to current interstate standards.

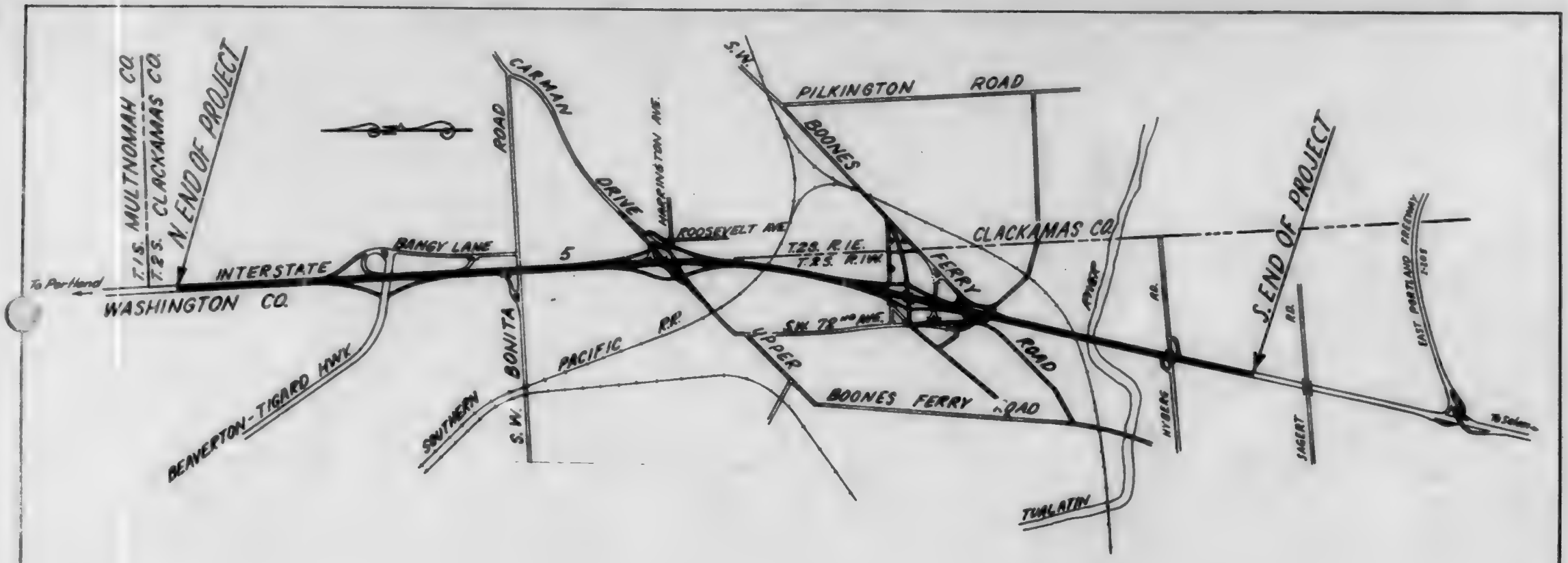
This section is 3.5 miles in length and the existing ADT is 47,000, approximately 10 percent trucks, and the projected 1990 ADT is 65,900.

The proposed six-laning will be accomplished by widening on both sides of the existing highway and follow the present alignment and grade. The highway will have a 16-foot median, three 12-foot travel lanes in each direction and 12-foot shoulders. A positive barrier will be constructed in the median area to separate opposing traffic lanes.

Access will be fully controlled at the interchanges and permitted only on the frontage roads and on the portion of the connecting roads outside the interchange limits.

This project is related to the "Goals for a Livable Oregon" by the updating of this portion of the interstate system.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

Sketch Map

S. TIGARD INTCHGE. – E. PORTLAND FWY. INTCHGE.

PACIFIC HIGHWAY

CLACKAMAS & WASHINGTON COUNTIES

7937

Salem, Oregon 97301
April 1, 1971

Environmental Study Committee Meeting
March 30, 1971

Mr. R. W. Ellison
Asst. Program & Planning Engr.

Mr. Roy Olson
Landscape Engineer

Mr. Adrian Olson
Preliminary Design Engineer

Negative declarations were reviewed for the O. L. & W. Canal Bridge on Power Line Road FAS 947, Umatilla County and the Airport Road-Hilton Road Section of Biddle Road FAS 15-107, Jackson County.

These were prepared by the County-City Section and received concurrence of the committee as written.

A negative declaration for the City of Phoenix, one way couplet Section F-157 ( ), was reviewed and approved as written.

An environmental statement for the Pleasant Valley-Green Timber Road Section of US 100, Tillamook County, was reviewed. Some minor changes in detail and terminology were suggested and followed up prior to submittal to Mr. F. B. Klaboe.

A similar report was evaluated for the Tualatin River-South Tigard Interchange Section I-5. Some changes in nature of statements and some semantic revisions were made prior to submittal to Mr. F. B. Klaboe.

S. J. Couper
Environmental Coordinator

SJC:aw

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
S. J. Couper
G. Potter
D. Keyes

FORM E-30 (6-70)

SP*32603.724

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

March 30, 1971

I-5

To: Mr. I. D. Merchant
Bridge Engineer
Salem

SUBJECT: Traffic Staging
Lower Boones Interchange
S. Tigard Intch.-East
Portland Fwy. Section
I-5

Attached is a copy of a report from Bob Ewen, a sketch map of possible alternate travel routes, an indication of present ADT on these alternate routes and projected ADT with Boones Ferry Road closed at I-5, and a plan showing the I-5 detour at Lower Boones Ferry Road. This information results from your request of March 19 for a review of the traffic staging in the Boones Ferry area with particular regard to the possibility of closing Boones Ferry Road at I-5 for a three to five week period during our construction.

It appears that if the second temporary structure on the I-5 detour is constructed it would need to be no longer than necessary to carry an adequate two lanes of Boones Ferry Road. Accordingly, your figures would seem to indicate a cost for such a structure of about $42,000. Balanced against this cost would be the idea of closing Lower Boones Ferry Road for a period thus not requiring this second temporary structure. It is estimated that the additional roadbed and surfacing, etc., to fill in the plug left by the absence of the second structure would be about $12,000. In addition, in order to reasonably handle traffic, additional signing, etc., and traffic control as needed would cost an estimated $10,000; thus the difference immediately becomes $42,000 less $22,000 or $20,000.

I have not had time to discuss the possibility of closing Lower Boones Ferry Road with all of the other jurisdictions, namely, Clackamas County, Washington County and the City of Tualatin. However, I did talk to Mr. McIntyre of Clackamas County briefly and without pinning him down I gathered that there would be no insurmountable hurdles to such a proposition providing that we would make the usual stipulation of placing the roads subjected to the heavier travel due to our detouring back in a condition equal to or better than they were when we utilized them. This stipulation has,

in the past, either required heavy patching or an overlay. Viewing the alternate roads on the east side of I-5 it appears that usage of them would be very apt to lead to the need for an overlay. In addition, these roads are narrow, through residential areas and we could anticipate complaints of hazard from the people living along the roads. There are approximately six service stations and other people oriented businesses in the Lower Boones Ferry area and we could anticipate somewhat of a hue and cry concerning lack of or loss of business if we make a traffic diversion. Considering all of these factors, I believe that the second temporary detour structure should be provided.

L. W. Rulien
(fb)

L. W. Rulien
Regional Engineer

LWR:fb
Encs.
cc Frank Hall
R. T. Ewen

1 K
2 T

RECEIVED
MAR 30 1971
DESIGN SECTION

Scott
Swenson
R. Olsen
Trout
Do Not File ☐
Keep ☐
Return To
Other

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 29, 1971

To: Mr. L. W. Rulien
Regional Engineer
B U I L D I N G

SUBJECT: Oregon Project 1-5-5(-)291
South Tigard Interchange -
East Portland Freeway Section
Lower Boones Interchange Detour
Prefix 634-1934

In reply to Mr. Merchant's letter dated March 19, 1971 and your request for a review we have performed the following:

1. The costs for completing the graded and paved roadway section across the "LB" line for a fourlane detour for 222 lineal feet is $16,000.

2. Mr. Failmezger and myself have reviewed the possible detour routing for the suggested five week closure of Lower Boones Ferry Interchange under-crossing structure. In conjunction with this we submit herewith four sheets of anticipated traffic flows at each corner or intersection of the detour. Also enclosed herewith are four copies of sketch map showing detour colored in red, point-to-point mileage with existing and projected detour traffic loads, are also included on the sketch maps.

A field inspection of the detour route has been made and it is my conclusion that any further loading or detour traffic routed between points "B" and "C" would be next to impossible without general improvement of the roadway surface. The presant right of way varies between 40' to 50' in width. This section traverses through a highly developed residential area. The existing surface is in very poor condition, with hardly any possibility for drainage and shoulders.

3. We have reviewed the estimate for signing or temporary protection of traffic and verify the $10,000 estimate as per Mr. Merchants letter.

4. I submit herewith the Interchange design sheet showing a revised detour alignment that would provide clearance around the new I-5 "LB" main line structure without any shoring requirements. The detour alignment should be closely checked by Salem Design office relative to profile, super elevations and cross section data which is not available at this office. This detour alignment map shows a suggested shorter detour structure over the "LB" line.

SP*52479-734

In conclusion, it appears that we should definitely construct both detour structures more or less according to original plans, realizing that detour costs of signing, grading and general maintenance and improvements of county road systems would be far in excess of the original detour costs when taking into consideration the economic loss to the Lower Boones Ferry Interchange business community, which includes six service stations, two trucking terminals, a restaurant and other commercially orientated businesses.

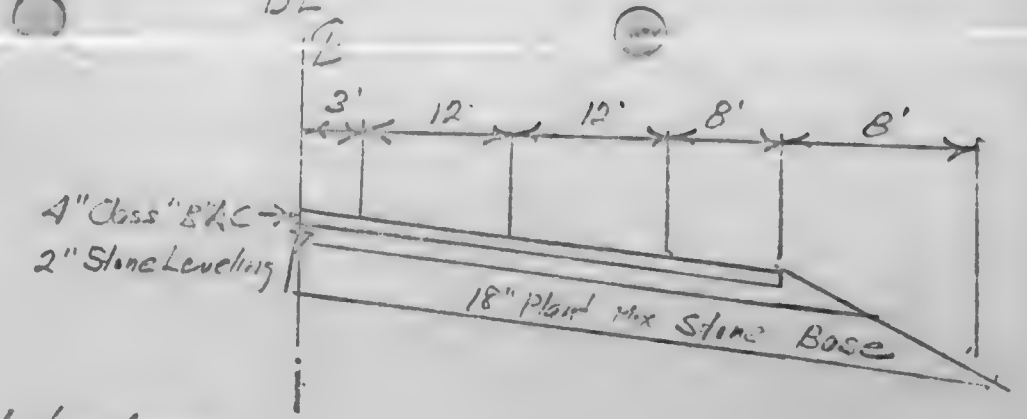
Robert T. Ewen
Resident
Locating Engineer

RTE/bd

R. T. EVEN

RES. LOC. ENG.

"DL"



East Side I-5 Detour
"DL" Estimate
Lower Boones Ferry Rd. Interchange
N. Tigard Inter - I 205 Inter. Sec.
Pacific Hwy
634-1934-961

	Unit	Net Quantity	Allow.	Quantity	Price	Amount
Com. Excavation	CY	100	10	110	.85	94-
Pavement Removal	S.Y.	2072	208	2280	.60	1368-
¾"-0 w/ Shlds.	Tons	190	10	200	2.95	590
Plant Mix Stone Base	"	1991	206	2200	2.95	6490-
Class "B" AC. Mixture	"	386	24	426	6.50	2730-
Asp Cement w Mixture	"	23	2	25	32.00	800-
Type 2A Guard Rail Median Barrier *	L.F	222	28	250	4.50	1125
Salvage & Stockpile Guard Rail	LF	222	28	250	1.00	250-
				Sub-Total		13,447
				+20% Engr & Cont.		2653
				Total		#16,100

* Allready counted in Original detour estimate no change req'd.

The above estimate covers costs for replacing 222 Lin Ft. paved roadway across LB Line in place of orginal 222' Detour Structure.

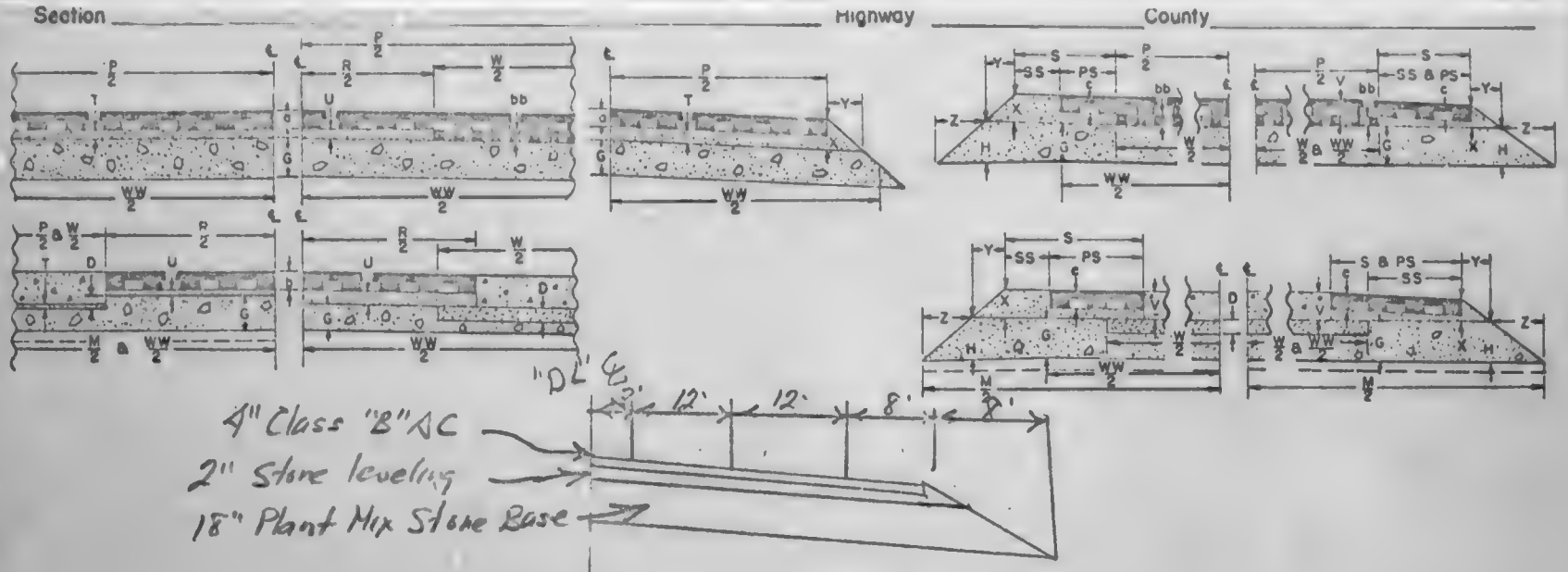
Surfacing Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

Sheet ____ of ____ Sheets

Made By ____ Date ____ Checked By ____ Date ____

Section ____ Highway ____ County ____



(L)

Length of Section 222 Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity 2.75

LIME TREATED SUBGRADE (M) (L) (d)

$\frac{X}{9}$ (Depth in inches) ____ Sq.Yds.

Lime $\frac{\quad}{6}$ X .0125 X (d) ____ = ____ Tons

STONE BASE

$\left[\left(\frac{(G)}{2} \times (H) \; (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right) \div 27\right] + \left[\left(\frac{(G)}{2} \times (H) \; (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right) \div 27\right] \times (L) = $ ____

$\left(\frac{(WW) \; 80 \times (G) \; 1.5 \times (L) \; 222}{27}\right)$ or $\left[\left((WW) \times (G)\right) - \left((D) \times (W)\right) \times (L) \div 27\right] = $ ____ } 987 { (1.30) = ____ Cu.Yds. ; (2.02*) = 1994 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\left((R) \times (U)\right) + \left((P) \; 72 \times (T) \; .167\right) \div 27\right] \times (L) \; 222 = $ ____

Shoulders $\left[\left(\frac{(V)}{2} \times (X) \; (S)\right) + \left((X) \times (Y)\right) - \left((PS) \times (C)\right) \div 27\right] (2) \times (L) = $ ____ } 99 { (1.30) = ____ Cu.Yds. ; (1.92) = 190 Tons

WATERING Crushed Material ____ Cu. Yd. X .025 = ____ ; Earthwork ____ Cu. Yd. X ____** = ____ } ____ M-Gals.

**Furnished by Construction Department

CEMENT TREATED BASE $\left((W) \times (D) \times (L) \div 27\right) \times (\quad)^{*} = $ ____ (e) Tons

Cement in C.T.B .05 X (e) ____ = ____ Tons

Asphalt in Seal ____ (W) X ____ (L) X .000091 ____ Tons

PLANT-MIX BITUMINOUS BASE ____ (W) X ____ (L) X ____ (bb) X ____ (Tons/Sq.Ft/1" Thick)* = ____ (f) Tons

Asphalt in Bituminous Base Mixture .05 X (f) ____ = ____ Tons

ASPHALT CONCRETE PAVEMENT

Roadway $\frac{(P) \; 70}{(R)+(PS)} \times \frac{(L) \; 222}{(L)} \times \frac{(a) \; 4"}{(b \text{ or } a)} \times (Tons/Sq.Ft/1" Thick)^{**} \; .02621 = $ ____

Shoulders & Median ____ X ____ X ____ X ____ = ____ } ____ (g) 386 Tons

Asphalt Cement in Mixture .06 X (g) ____ = 23 Tons

*See other side for factor

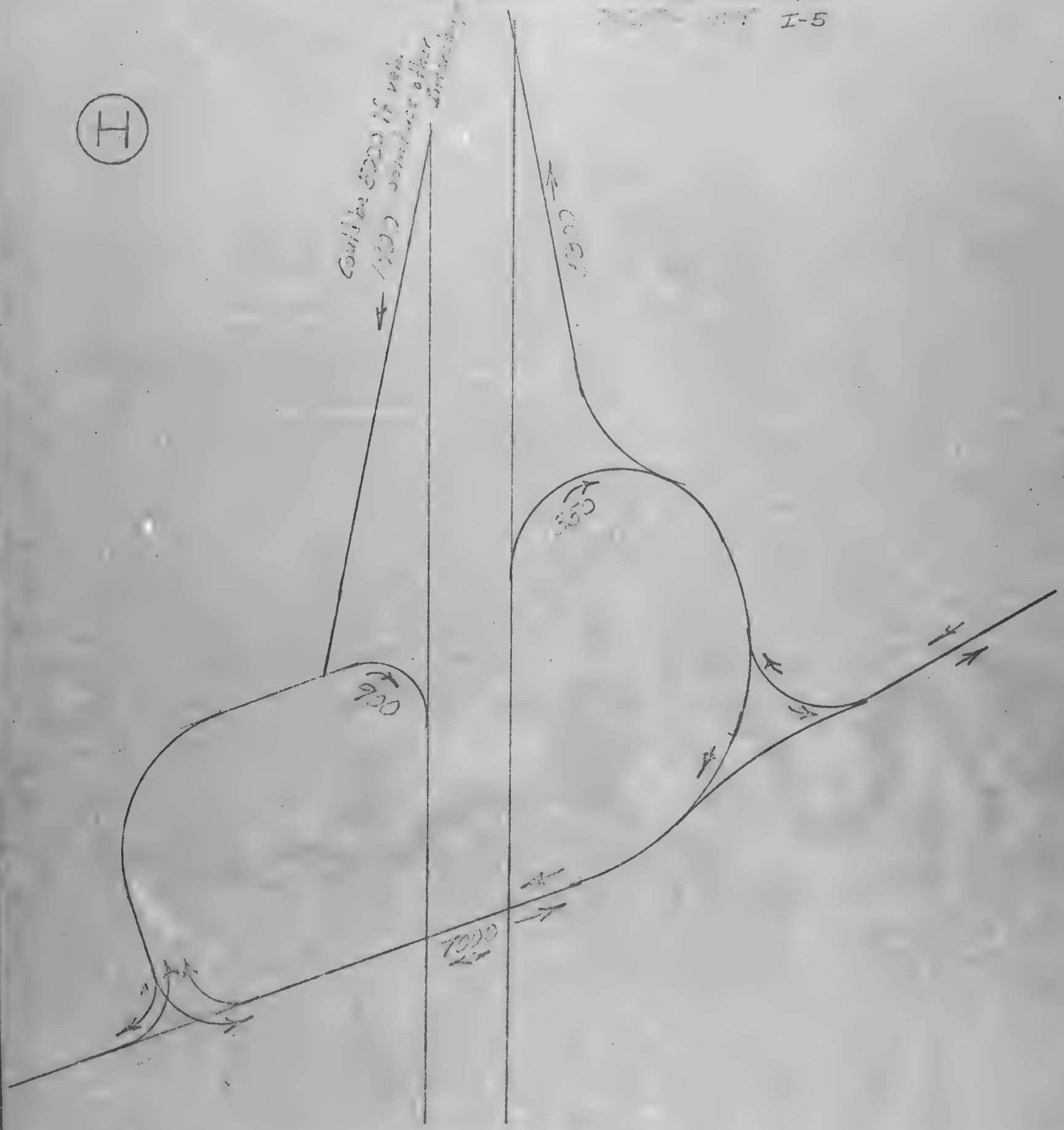
NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "b", "e", & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

UPPER BOONES FERRY RAD INTERCHANGE

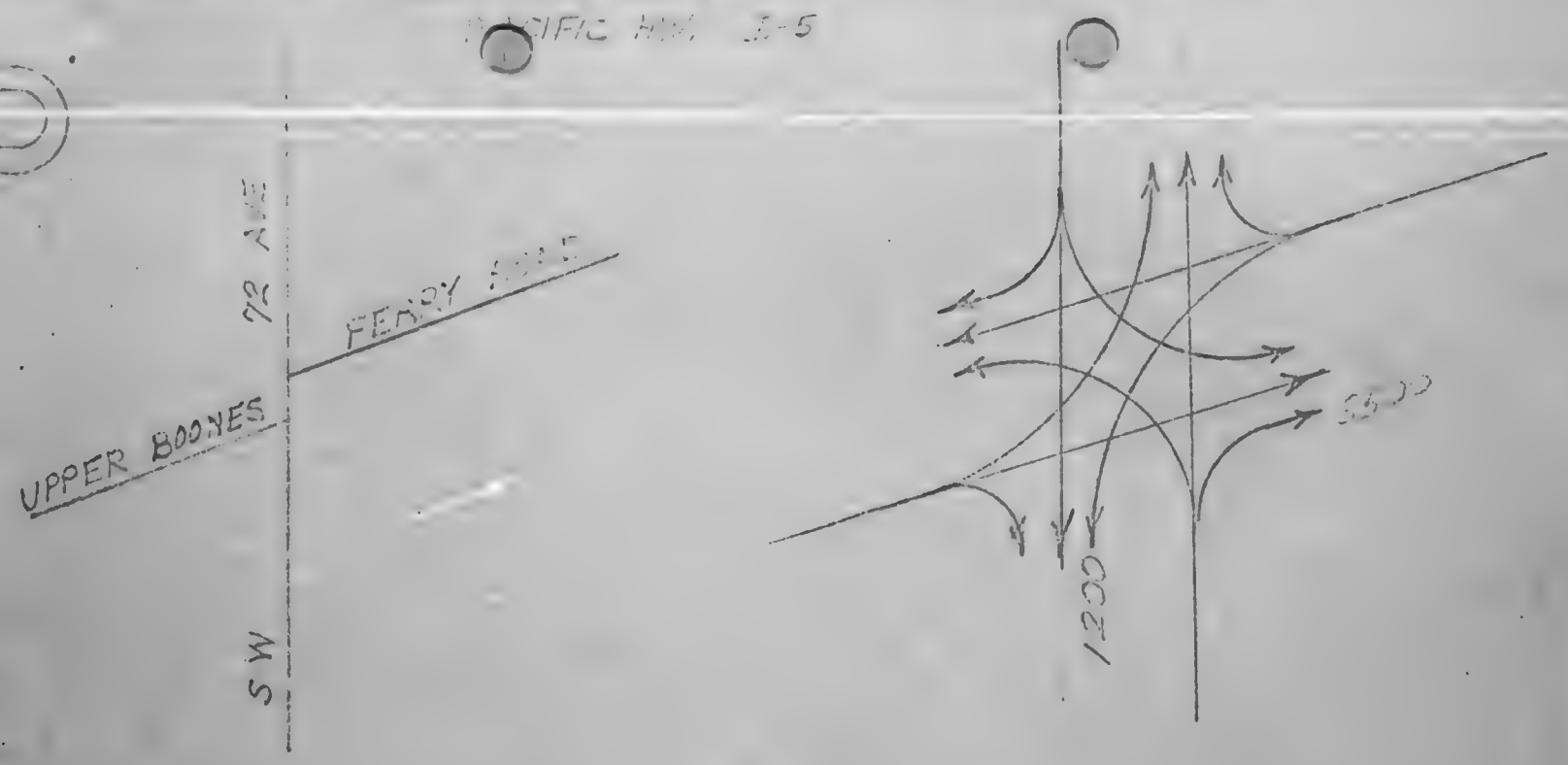
EAST PORTLAND [illegible] STUDY

[illegible] OF I-5

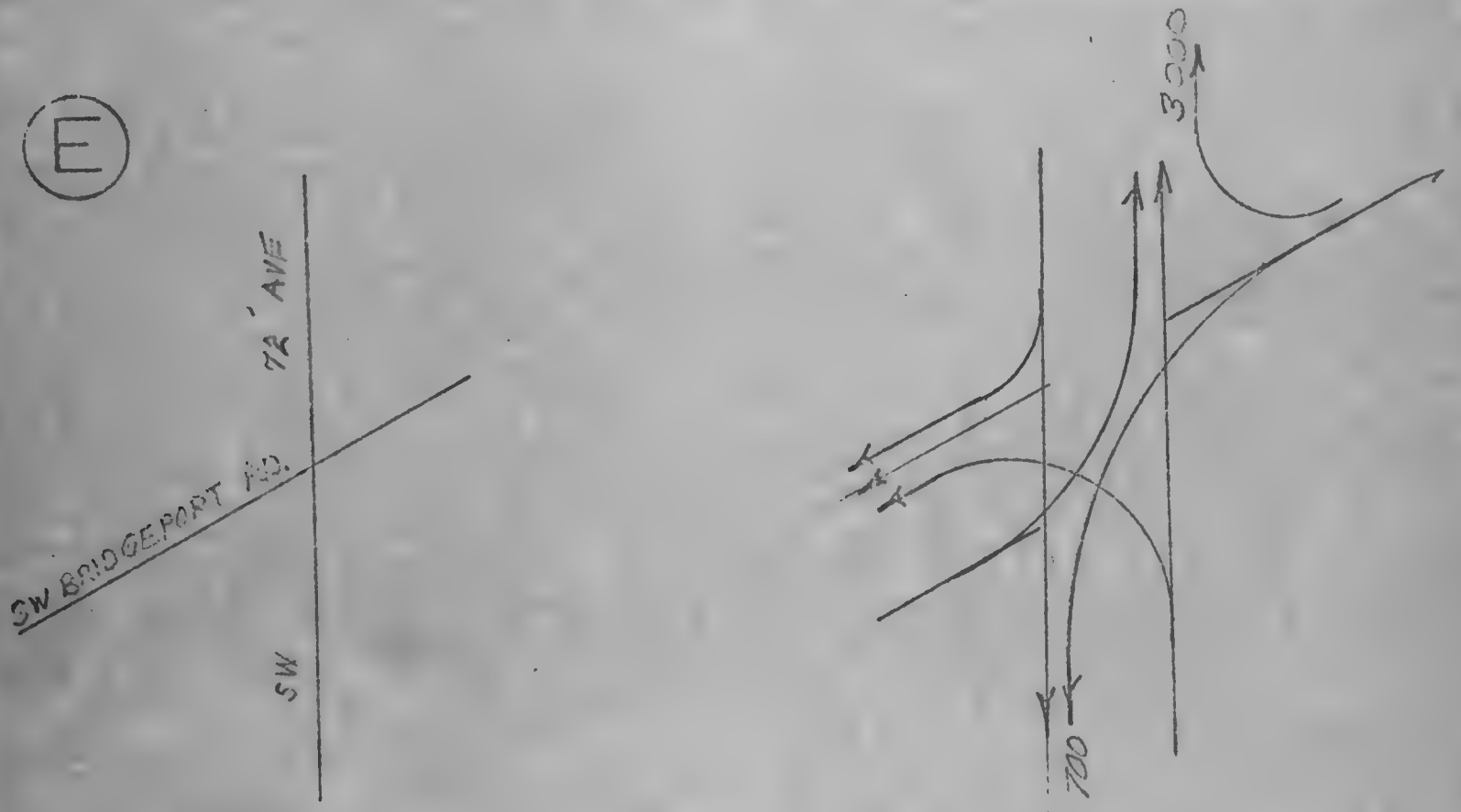
(H)



(D)


EAST
PACIFIC HWY. I-5
72 AVE
FERRY RD.
UPPER BOONES
SW
SOUTH
1221

(E)


72 'AVE
SW BRIDGEPORT RD.
SW
SOUTH
OGL

EAST [illegible] - S.T. [illegible]
PACIFIC [illegible] I-5

(B)

LOWER DRIVE

UPPER DRIVE

WASHINGTON CT.

3000

3000

900

700

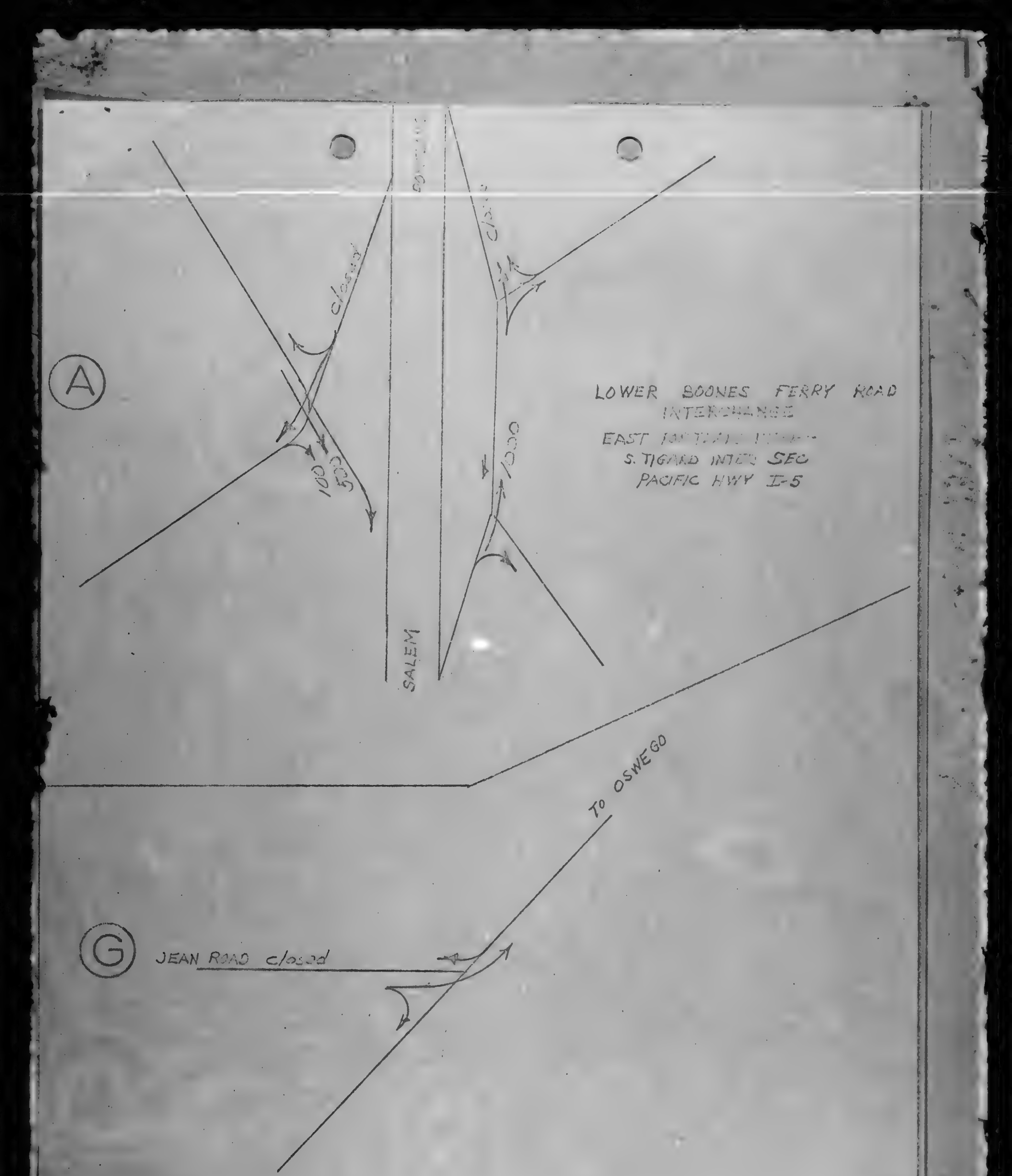
LAKE FOREST

CARMEN DRIVE

BLVD

SW

(C)


LOWER BOONES FERRY ROAD
INTERCHANGE
S. TIGARD INTER SEC
PACIFIC HWY I-5
A
closed
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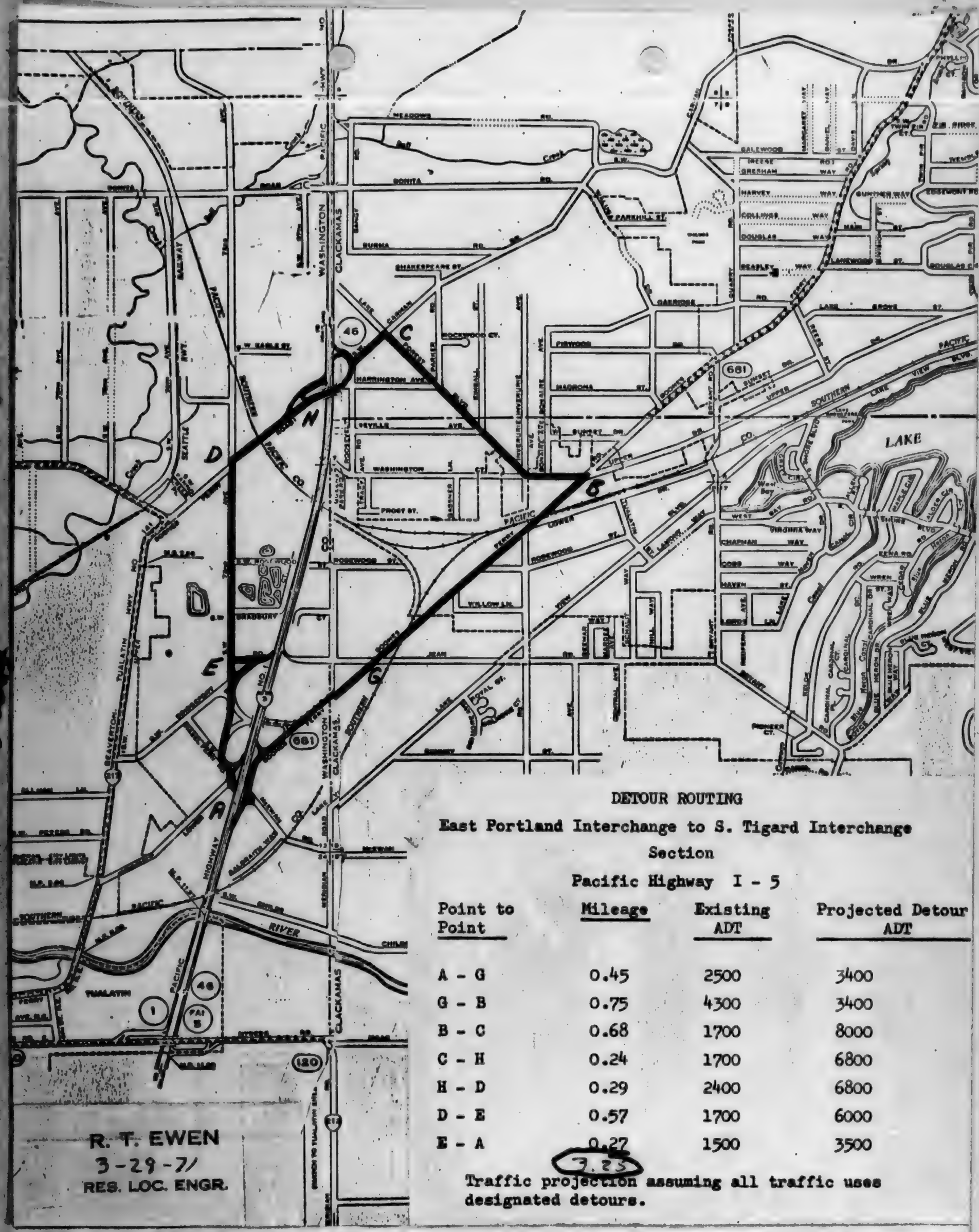
SALEM
TO OSWEGO
G
JEAN ROAD closed



DETOUR ROUTING

East Portland Interchange to S. Tigard Interchange

Section

Pacific Highway I - 5

Point to Point	Mileage	Existing ADT	Projected Detour ADT
A - G	0.45	2500	3400
G - B	0.75	4300	3400
B - C	0.68	1700	8000
C - H	0.24	1700	6800
H - D	0.29	2400	6800
D - E	0.57	1700	6000
E - A	0.27	1500	3500
	3.25		

Traffic projection assuming all traffic uses designated detours.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 25, 1971
Portland, Oregon 97202

SUBJECT:

To: Mr. Frank L. Hall
Design Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION Mr. Adrian O. Olson ✓
Preliminary Design Engineer

Tigard Interchange-East Portland Freeway
Pacific Highway - I-5
Clackamas Highway
(Upper Boones Ferry Interchange)

As per our recent telephone conversation relative to the Tindall property at the corner of Upper Boones Ferry Road and Forest Boulevard, I have discussed the possibility of eliminating this file with Locating Engineer, Robert Ewen.

Mr. Ewen feels we can eliminate this file from the job; however, future improvement by the county might possibly require some right of way.

This 120 x 108 residential lot is improved with a large modern home with attached double garage. The owners have spent a reported $10,000 for an addition and modification which includes an office and small shop with drafting room. This area is used for making models and mock-up scale models of bridges, large buildings, etc. This was approved by zoning as no additional parking was required.

The right of way line as presently indicated on the location detail map would remove their existing parking.

This letter is to call it to your attention. Would you give it a hard look, as I know they will meet us at the upcoming hearing.

CHESTER B. LIECHTY
District R/W Liaison Agent

CBL:DDM

cc D. H. Moehring

RECEIVED
MAR 26 1971
DESIGN SECTION

Hall
A. Olson
Wills
Hackleman
Carstenson
Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Will section & eliminate taking - discussed w/ Ewen A.O.O. Section revised & Liechty advised A.O.O.

FOREST

BLVD.

UPPER SAN LEANDRO BLVD.

HARRINGTON AVE

"UB3" 135 + 24.44 P.T.

"UB3" 135 + 00

"UB3" 136 + 26.

"UB3" 140

"UB3" 141 + 62.62 P.T.

"UB" 138 + 50

"UB" 141 + 91.78 P.O.T.

"C2" 143 + 42.61 P.O.T.

143 + 17.11 P.O.C.A.

143 + 06.48 BK

"C2" 144 + 21.72 P.T.

R1 4 + 78.73 P.T.

R1 1 + 87.45 P.T.

R1 1 + 97.35 P.C.

R2 10 + 74.85 P.C.

R1 0 + 74.85 P.O.C.

New 7 Ile

38 + 50 C3 2-Type G-2 MA Constr. 2-Type G Pipe 75' Install 12" Conc. Pipe Exc. 44 C.Y. Trench

Install 12" C.P. Pipe 2-End Sec. Trench Ex. 4 C.Y.

Install 12" Conc. Pipe 2-End Sec. Trench Exc.

Install 12" C.P. Pipe 2-End Sec. Trench Exc.

Const. 12" Conc. Pipe 2-Bends 2-End Sec. 141+58-"UB1"-37.83 Ft. Const. 12" Conc. Pipe 2-Bends 2-End Sec. Trench Ex. 4 C.Y.

Const. "UB1" 141+58-37.83 Ft. Const. 12" Conc. Pipe 2-Bends 2-End Sec. Trench Ex. 4 C.Y.

Const. "UB1" 141+58-37.83 Ft. Const. 12" Conc. Pipe 2-Bends 2-End Sec. Trench Ex. 4 C.Y.

Const. 12" Conc. Pipe

RECEIVED
MAR 24 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

7937

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1971

In reply refer to: 08-35.6

SUBJECT: Oregon Project I-5-5(-)291
Cook Overcrossing of SPRR

Preliminary plans submitted by Mr. Wallace's February 12 letter have been reviewed. I approve construction of Alternate No. 2 which involves reconstruction of the superstructure and part of the substructure of the existing bridge.

We note that the foundation data submitted February 24 recommends pile tip elevations of 123 and 131 at Bents 3 and 4. The reconstruction plans of 1953 show pile tip elevations at these bents of 119 and 113. We suggest that you review the piling requirements of these two bents.

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P O Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Beaver Dam Bridges
S. Tigard Intch.-E. Portland Fwy. Intch. Section
Pacific Highway I-5
Washington County Bridges 7494A and 7494B

Enclosed are two prints each of Drawing Nos. 24870 and 26608, which are the revised preliminary plan and elevation and foundation data drawings for the subject structure. Also enclosed are two copies of the foundation recommendation.

The southbound structure has been changed to two separate structures. This was necessary because the grade line of the on-ramp (D Line) does not match the L Line grade except at the south end. The structures will be built in a stage construction sequence that is coordinated with the handling of traffic for the other three structures in the close proximity. All other data on the project, including the estimated cost, is as contained in the preliminary submission of April 9, 1970.

This is being sent to you as a revised preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

JMT/dh/ag
Enclosure

cc: A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 1, 1971

To: Mr. Frank L. Hall
Design Engineer
Salem

SUBJECT: S. Tigard Interchange -
I-205 Section
I-5 Freeway
Prefix 634-1934

Last week I was advised by Southern Pacific Railroad that some errors were involved in their survey of the Gas Companys spur, as related to our Southern Pacific undercrossing structure on the Tualatin River.

These alignment revisions for spur tracks will not alter our bridge designs nor change the locations of the point of switch of gas company spur.

Please correct vicinity map previously submitted by this office to conform with the attached alignment changes.

TO BR. DES 3-2-71

Robert T. Ewen
Resident
Locating Engineer

RTE/bd
att
cc: L. W. Rulien

REFERRED TO
Pete
Design Office Engr.

Pls See that this catches up with the Vicinity Map

Detail Map corrected 3-3-71 S.

RECEIVED
MAR 2 1971
DESIGN SECTION

Hall
A. Olson
Heckleman
Carstensen
CARSTENSEN
2

3 Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

SP 82478-734

RECEIVED
FEB 24 1971

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Cook Overcrossing of S.P.R.R.
S. Tigard Intch.-E. Portland Fwy.
Intch. Section
Pacific Highway I-5
Washington County Bridge 2259B

Enclosed are two copies of the foundation recommendation and two prints of the foundation data sheet, Drawing No. 26963, for the subject structure.

This is being sent to you to complete the preliminary submission of February 12, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

JMT:dh
Enclosure

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
FEB 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 26 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FOR Files

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: February 22, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy file
2-24-71

SUBJECT: Oregon Project I-5-5(-)293
Tualatin U'xing of SPRR
South Tigard Interchange-E. Portland Freeway Section

NOTED
A. E. JOH...

Mr. Merchant's February 4 letter transmitted revised preliminary plans for the Tualatin SPRR U'xing. This submission is approved with the following comments.

We find the new submission incorporates the SPRR railroad's new standard clearances which appear reasonable. Those clearances were approved by separate letter dated February 9, 1971.

The standard geometric layout for railroad undercrossing structures indicates that the deck will be waterproofed. We assume that you will make provisions for drainage in your final plans.

These revised preliminary plans show 12-inch piling at the end bents and 14" piling at the center bent. We suggest that you call for penetration to solid rock or load tests for these large piling.

We understand that the waterline on the existing structure will be buried under the freeway. Corrosion provisions should be incorporated into the pipe under the freeway roadbed.

Orig to Merchant
2-24-71

RECEIVED
FEB 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 22 1971
FOR FILING
1859
7937

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Cook Overcrossing of SPRR
S. Tigard Intch.-E. Portland Fwy. Intch. Section
Pacific Highway I-5
Washington County Bridge 2259B

Enclosed are two prints each of drawings 26771, 26772, 26876, 26877, 6134-38, 10857-59, and 10734 which are the preliminary plan and elevation, stage construction, vicinity maps, and existing bridge plans for the subject structure. The foundation data is not complete and will be forwarded at a later date.

The width, length, elevation, and alignment of the structure were determined in accordance with the requirements established for the project.

This project requires the widening of the existing roadway on each side. The bridge was originally built in 1937 and widened in 1952. Four alternates were studied to accomplish the new widening.

In alternate 1 the widening on each side (constructed to accommodate a 2:1 slope) would be built to handle traffic. The existing structure would then be raised 11 inches by cutting the columns and jacking. An epoxy overlay would then be applied to bring the deck up to finish grade. Two longitudinal deck joints exist in the present structure. Two more joints would be required, for a total of four, if this alternate were used. The original structure has a 7 1/2 inch deck with transverse bars at seven inch centers and three longitudinal bars top and bottom between beams. The widened part has a six inch deck. Neither deck is adequate according to our present design standards.

Alternate 2, replacement with a new superstructure using the existing substructure as much as possible, would be accomplished by constructing the widening on the east side (northbound lanes) and using this and the east side of existing bridge to handle traffic. The west side of the existing bridge would then be removed and the west side completed. Traffic would be moved to the completed west side and the existing east side removed and rebuilt.

Alternate 3, add concrete overlay as a structural part of the existing and widen, is not feasible. The structure will not carry the additional 12 inches of concrete required.

Alternate 4 would require supporting the existing beams, some over the railroad, remove the deck, splice to the existing stirrups, replace the negative moment steel and pour deck. This does not appear to be feasible.

Estimated cost of the two alternates that are feasible, based on approximate quantities and including all allowanee for engineering and contingencies, is:

Alternate 1	$380,000
Alternate 2	$374,000

Alternate 2 was chosen because it will result in a much better finished product, will be up to our present-day standards in all respects, and would have only one longitudinal deck joint which will be located near the median barrier. In addition, alternate 2 fits into the general detour plan for the project.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

LLW:JMT:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
FEB 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (4-70) SP*92503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 10, 1971

Salem, Oregon

To: F. B. Crandall
Traffic Section

B U I L D I N G

SUBJECT: South Tigard Intch.-E. Portland Intch.
Section
Pacific Highway - I-5
U'xing of Bonita Rd. Br. No. 7727A
Upper Boones Ferry Intch. Br. No. 7728A
Nyberg Rd. Intch. Br. No. 7582A

The subject project is tentatively scheduled for October 28, 1971.

Our work time schedule is such that we must submit our preliminary bridge plans to the Federal Highway Administration in the very near future. This submittal will have to show any sidewalks that are to be carried on the structures.

We would, therefore, like your recommendation regarding the necessity for sidewalks on one or both sides of the subject structures at your earliest convenience.

The existing Bonita Road and Upper Boones Ferry structures have sidewalks on both sides.

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

LLW/ag

cc: Frank Hall

Traffic advised Bridge that there would be need for sidewalks both sides on all three structures ad.

1 Hall
A. Olson
Wil...
Hackleman
Carl...sen
2 ...

RECEIVED
FEB 11 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
FEB 8 - 1971

OREGON STATE HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Tualatin Uxing of SPRR
S. Tigard Intchg.-E.Portland Freeway Intchge. Section
Pacific Highway I-5
Washington County
Bridge No. 2258A

Enclosed are two prints of Drawing No. 26286 which is the revised preliminary plan and elevation for the subject structure. Also enclosed are two copies of Drawing B-394 which is our standard drawing showing standard clearances for concrete through girder bridges on the Southern Pacific Railroad System.

Drawing No. 26286 has been revised to conform to the dimensions shown on Drawing B-394. We have also flared the walls on the north side to accommodate the switch stands required by the railroad. The latest estimated cost based on approximate quantities and including an allowance for engineer and contingencies is $450,000. All other data on the project is as contained in the preliminary submission of September 10, 1970.

This is being sent to you as a revised preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Ivan D. Merchant
Bridge Engineer

LLW/JMT/ag
Attachments
cc: A. E. Johnson
L. H. Young
V. E. Skoog

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 26 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

7927

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Lower Boones Ferry Road Overcrossing
S. Tigard Intch.-E. Portland Fwy. Intch.
Pacific Highway I-5
Bridge No. 7729A

Enclosed are two prints each of drawings numbers 27004, 20596, 26970, and the geometric interchange sheet, which are the preliminary plan and elevation, vicinity map and foundation data sheet for the subject structure. Also enclosed are two copies of the foundation recommendation.

The width, length, elevation, and alignment of the structure were determined in accordance with the requirements established for the project. We have selected a three-span reinforced concrete box girder with sloped columns for this location. The estimated cost of the structure, based on approximate quantities and including an allowance for engineering and contingencies, is $484,000. In addition, two detour structures are required with an estimated cost of $138,000.

Two other alternates were studied for this project. A single span post-tensioned box girder with end abutments and a three span post-tensioned box girder. These were both estimated to cost more and were not as aesthetically pleasing as the structure we selected.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
JAN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMT/LLW/ag
cc: A. E. Johnson
L. H. Young
V. E. Skoog

JAN 15 1971
FOR FILING
7937

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of TM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County -- Design approval received on May 13, 1969.

West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County -- Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties — Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 28, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Bend E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1969.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
JAN 4 - 1971
FOR FILING
7937

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

B-2640

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

December 29, 1970

322
0-0-68-8

Routing
Morgan
Decker
Bond
Walker
Bochme
Johnson
Peace
Swan
Glenn
Litchfield
Gallagher
Stein
RECEIVED
DEC 31 1970
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to six-laning I-5 which involves the underpass, Highway Bridge No. 2258-A, Underpass P-762.8-B on the Newberg Branch near Tualatin.

In connection with State's drawing No. 26286 (Plan and Elevation of Underpass), attached is one copy of our "Minimum Clearances and Section for Concrete Through Girder Bridges", for your information.

Inasmuch as this project involves the construction of a new structure and requires additional easement area, it is our recommendation that Oregon State Highway Department quitclaim existing easement and railroad grant new easement for entire area.

In connection with the rearrangement of tracks serving industries adjacent to I-5, we will expect the State to secure approval from the industries for rearrangement of any of their facilities and State should also be responsible for any claims on behalf of industries that may arise account industry track being out of service.

Railroad will expect full fee title to the parcel needed for line change with no conditions or restrictions attached.

The track alignment and profile is being checked by our San Francisco office and we should be advised in the near future as to their concurrence and approval.

Yours truly,

A W Kilborn

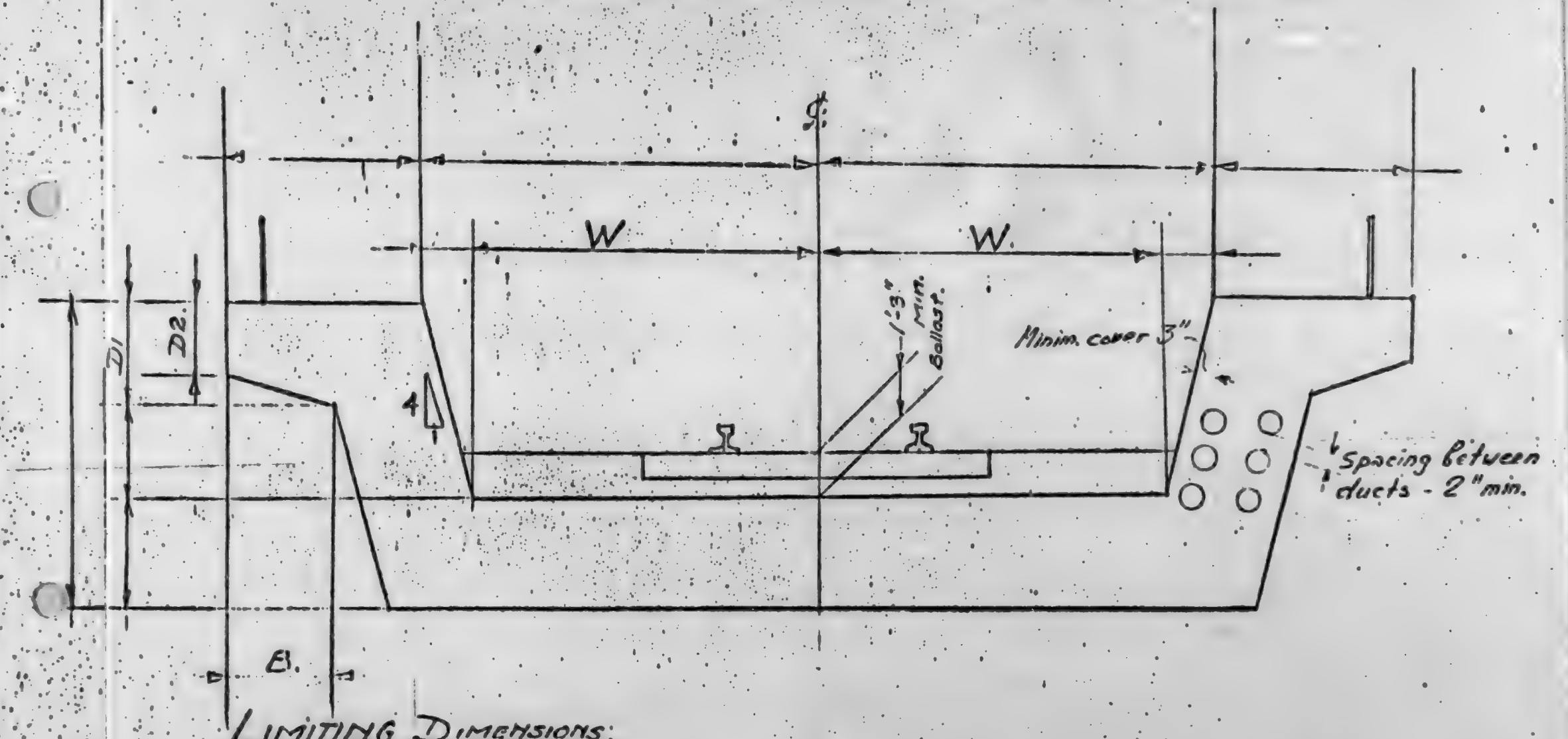
RECEIVED
JAN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Mr. Robert T. Ewen
Region Locating Engineer
9200 S.E. McLoughlin Blvd.
Portland, Oregon 97202

Attach.

COPIES TO: FB KLABIE, AE JOHNSON, ID MERCHANT, FL HALL, DH MORHAIN, K ROLPE, FD MORGAN, LW RULIEN, RN RUBLE

Minimum Clearances and Section
for.
Concrete Through Girder Bridges.



Limiting Dimensions:

Side Clearance – W = 9'-0" For Tangent Track

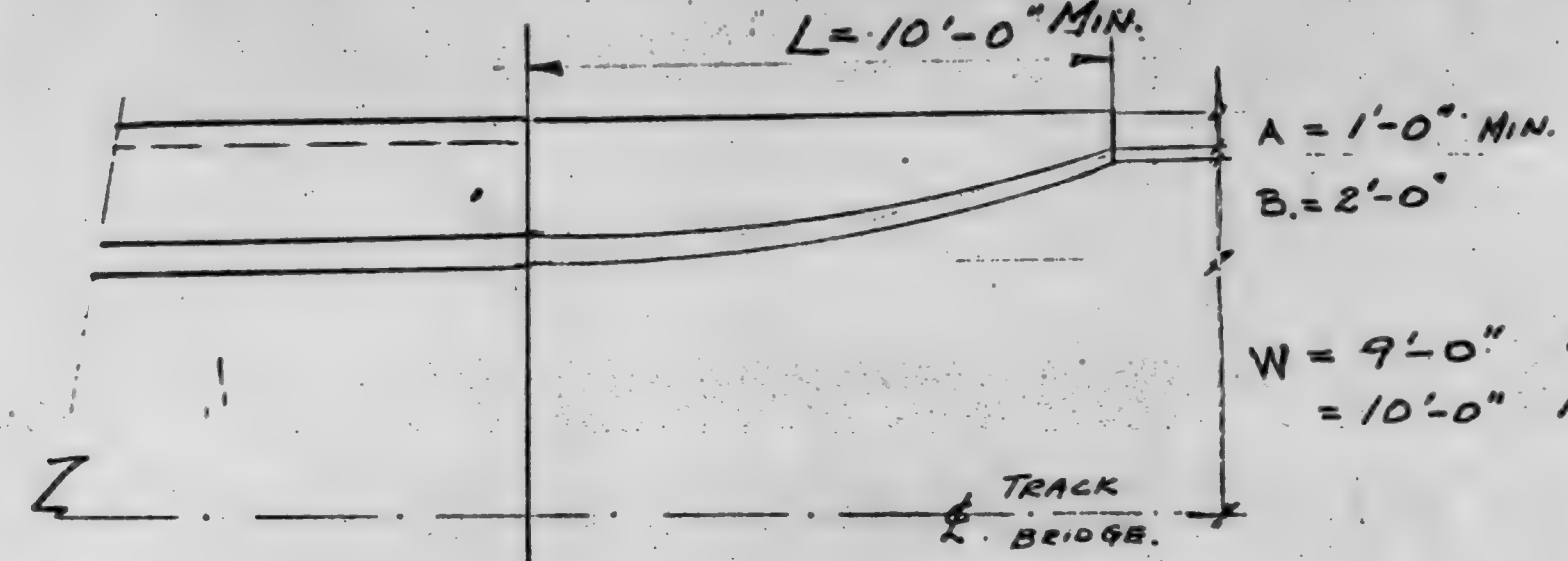
W = 10'-0" For Curve Track

Flange Overhang – D1 ≥ B but 2'-6" Min.

D2 ≥ 0.67D1 but 1'-9" Min.

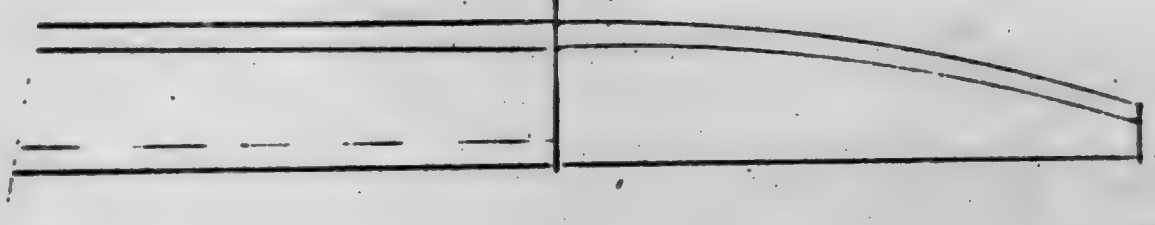
All other dimensions Can be varied to su design Conditions.

APPROACH WALLS FOR THROUGH GIRDERS.



BRIDGE

ABUTMENT & BACKFILL.



LOCATING ENGINEER'S NARRATIVE REPORT

NORTH TIGARD INTERCHANGE - EAST PORTLAND INTERCHANGE SECTION

PACIFIC HIGHWAY - I-5

Robert T. Ewen
Resident Locating Engineer

Prefix 634-1934
December, 1970

This location survey provides for the re-design and construction of the existing four (4) lane freeway to a six (6) lane facility constructed to current Interstate standards.

Project begins at Station 60+00, M.P. 8.15, which is approximately 0.4 mile south of Haines Road undercrossing structure. Hence southerly, following existing center lines 3.74 miles to Sta. 257+50, M.P. 12.24, which is also located 0.33 mile south of the Nyberg Road structure and the northerly end of the existing three (3) lane Portland Cement Concrete pavement.

The typical section for this survey includes six 12' traffic lanes, a minimum of sixteen foot median with 12' paved shoulders on each side. The typical section also provides for a concrete median barrier throughout the length of the project. The maximum grade on this project is 5% and the maximum degree of curvature is 0° 30'.

Several engineering offices have been involved in the location work on this section of freeway. This previous engineering information has been assembled and incorporated into the location plans submitted herewith. The prior survey work by Rob Cameron has been boxed and is being submitted with this survey for reference only.

In order to obtain a better progression in our survey work, we have divided the subject section of freeway into four separate units; engineering data and records for each unit have been separately boxed and are described as follows:

1. Tigard Interchange Unit from Station 60+00 to Station 130+00 also includes the Bonita Road overcrossing.

2. Upper Boones Interchange Unit extending from Station 130+00 to Station 162+00 located at the Tualatin River.

3. Lower Boones Interchange Unit extending from Station 162+00 at Cooks overcrossing structure to Station 222+00 at the Tualatin River. This section includes the Southern Pacific undercrossing structure just north of the Tualatin River

4. Nyberg Interchange Unit extending from Station 222+00 at the Tualatin River to Station 257+50 located at the northerly end at the existing concrete pavement.

Stage Construction

Considerable investigation and study has been performed relative to handling traffic in stage construction. Our final analysis provides for four (4) different stage construction throughout the limits of the project, each of which will be described hereafter.

Stage 1

During stage 1, all freeway traffic will traverse existing four (4) lane section. The existing median barrier will be maintained. During stage 1, the contractor will be required to perform considerable structure work for detour structures and over-crossing structures at Upper Boones Interchange and Nyberg Road Interchange. New structure work at the Beaver Dam Bridges and the Tualatin River Bridges will be performed on each side of the existing structures during stage 1 traffic flow. The Bonita Road overpass will be removed and Bonita Road will be severed pending completion of the new structure.

During stage 1, considerable grading work will be performed. This grading work will consist of contructing roadbeds for the northbound lanes and interchange legs as required. Particular attention should be given to the excavation during stage 1 so as to regulate and control the vertical excavations adjacent to travel edges of pavements. Our specifications should include "No vertical edges will be permitted within four feet of the traveled edge of pavements during non-working hours. Also, length of cuts requiring vertical edges should be limited to 1,000 feet maximum preferably 500 feet during working hours." This excavation area requiring vertical edges should be backfilled with crushed materials almost immediately upon excavation so as to provide a minimum of four foot shoulder for travel lane and a maximum of four to one of slope.

Grading work shall be performed completely outside of the four lane freeway traffic flow. No cross haul of the four lane freeway section shall be permitted at grade. Any cross haul from east to west of the roadway shall be routed over existing structures or new structures as they are completed.

As previously mentioned, the construction scheduling of structure work will establish and control the time limits for each stage construction.

Stage 2

During stage 2 traffic will be routed to the easterly side of the freeway, utilizing the existing A.G. and the future A.C. base courses. The stage 2 detour is proposed to have a constant precast concrete median barrier continuous throughout and provide for 11 foot travel lanes with 8' shoulders. In the vicinity of Lower Boones Ferry Road, the stage 2 detour will cross two (2) temporary structures over inter-change legs as required. A special addition to this report will provide data concerning the precast concrete median barrier.

During stage 2, traffic the entire southbound lanes will be opened for contractor work with the exception of interchange ramps crossing over the southbound lanes. During stage 2 traffic, the contractor will be able to complete the P.C.C. pavement on the southbound lanes.

Stage 3

During stage 3 the traffic will be routed over the completed P.C.C. concrete on the southbound lanes also utilizing the future final paved shoulders and an additional 8' pavement for west side shoulder. The stage 3 detour will also have a continuous precast concrete median barrier throughout the length of the project. Stage 3 detour will provide four (4) eleven foot lanes with eight foot shoulders on each side.

During stage 3 traffic the contractor will be provided the entire northbound lanes for his construction work with the exception of interchange legs that will cross the work area.

Stage 4

During stage 4 the traffic will be routed on the final roadbed section and the final signing interchange shaping, lighting and other miscellaneous work will be completed.

Minor Detours

Several minor detours will be required throughout the project such as routing traffic each side for removal of existing overhead structures and for the reconstruction of county road segments where work will require being done under traffic. Some minor detouring will be required during the ramp construction for interchanges.

Stage Construction Maps

This location estimate includes colored maps for each stage of construction. Attempts have been made to show detour and construction stage signing and separate folder has been prepared listing all stage construction and detour signs as might be required. This stage construction and signing will require review by the design section and sign department.

Utilities

The Regional Utilities Liaison Engineer Dick Rumbolz, has been supplied with the location detail maps for each utility company. He has also arranged and completed meetings, here at the location office, with each utility concerned in order that they might have preliminary and advanced information concerning proposed contract work.

Precast Median Barrier

In order for our stage construction to be completed, as herewith specified, a constant median barrier is required on all stages of the freeway traffic flow. This barrier must be continuous from one end to the other allowing no cross traffic whatsoever. Several different types of median barrier construction have been considered; these being the standard metal median barrier, timber barrier, and concrete barrier. This median barrier will require being placed on temporary AC pavement during stage 1 and on the final P.C.C. pavement during stage 3 and finally in its permanent location along the main freeway median. During stage 2 median barrier is placed on AC pavement. In this case standard barrier with post holes would be allowed through and into the base materials. During stage 3 when it is located on the P.C.C. pavement, no permanent holes could be placed through the pavement. Another particular question is that of drainage. In stage 2 and three drainage is across the pavement through the location of the temporary barrier, and passage should be provided under or through the temporary barrier.

We also investigated several designs used by other states and have conferred with several concrete companies regarding a typical precast concrete section. Many different and various cross sections are available. The transporting and moving of these precast sections from one location to the other within the job site is quite critical to the cost per liniel foot of temporary median. Our investigation showed that a precast section providing holes through the bottom or through this section suitable for placing and movement by fork lift loaders would be considerably more economical than anything requiring a crane.

It is not believed that a precast median barrier will require vertical bolts. For placing the precast concrete barrier in temporary locations we have considered either casting two 3" x 12" slots in each section or placing each section on wood, concrete, or neopreme blocks.

Our bid price for concrete median barrier in its final location includes an item for painting and patching as required. This final dress work should not be neglected.

Soils Work

Our Regional Soils Office has prepared a final location soils report in which they have compiled previous exploration records and samples. Also noted additional drilling that has been done by our bridge section out of the Salem office.

Right-of way

Two copies of the location detail map have been provided our Regional Right-of-way Liaison Agent for preparing the liaison report. Acreages of both taking and remainder have been buggied and each parcel separately colored. This right-of-way liaison report will follow along with the narrative report.

South Tigard Interchange Work

Work in the area of this interchange will not require any separate detours. However, some paving will be required under traffic. The present interchange alignment will remain the same. All grading required lies outside existing pavement. No special problems relative to traffic are anticipated in this interchange area.

Bonita Road

Our estimate has been completed on the basis that Bonita Road will be severed on the easterly side by Bangy Lane and the westerly side at 72nd Avenue. We have, however, shown a tentative detour route if detour is later required by final agreements with counties. The Bonita Road structure as exists will be removed under stage 1 traffic. It is believed that the end sections retaining wall portions could be removed first allowing for a north and south detour on each side of the main span. The main span could be removed following detouring of traffic. These side detours during stage 1 would be very short in duration. This structure will require complete removal prior to stage 2 work. The existing median barrier will require additional width for construction of final center pier for new Bonita overpass. This additional median width can be acquired by reducing the shoulder widths on stage 2 and 3 detour plans.

Upper Boones Interchange Unit

During stage 1 the Upper Boones Interchange structure must remain in use until new structure is completed. The temporary detouring will be required for short duration on the west and east side similar to that specified for Bonita Road structure.

During stage 1 traffic, contractor should complete as much as possible the future interchange ramps. These ramps will be required during stage 2 construction.

On the westerly side and the northerly limits of Upper Boones Interchange Unit certain right-of-way questions still remain. This is in the area of the Southern Pacific property and the Predelivery Service Corporation for automobiles and is relative to their high protective cyclone fence which will require moving, and their present string of night lights which are located immediately on our proposed right-of-way line. It is believed that the adjustment of this fence and these light poles should be handled by right-of-way either direct payment or an obligation under extra work. Cross drainage of this industrial tract is non-existent.

At the southerly end of the Upper Boones Interchange Unit is the Cooks railroad over-crossing structure. In this area we recommend the purchase of all water rights from a spring located woutheast of the structure. There appears no immediate need for private water supply in this area since all properties are presently served by public water systems. Obligations for spring box and water lines should be eliminated at this time.

Lower Boones Interchange Unit

A separate location detail map and profile have been completed for this unit. The easterly limits of this unit lie at the crossing of Lower Boones Ferry Road and the Southern Pacific Railroad tracks. The westerly units extend down Bridgeport Road towards 72nd Avenue.

This unit requires a separate four lane detour to be constructed on the easterly side of the freeway crossing over the proposed "LB" line and the existing Lower Boones Interchange roadway. These two detour structures should provide for a minimum of two lane underpass traffic. This separate detour is required due to the complete removal and backfill of existing Lower Boones Interchange structure and the construction of a new six lane Lower Boones Interchange structure.

There will be several minor detours within the area of this interchange some of which will require construction under traffic. Stage construction maps show these sections.

An important feature to this interchange is the proposed and possible routing of a four lane facility from the west through Washington County and intersecting at this interchange. If this four lane roadway is constructed to this interchange, it is recommended that our "LB" line or undercrossing line have a grade that descends in a westerly direction crossing under 72nd Avenue. A hearing is scheduled for this possible routing on January 31, 1971.

This interchange unit included a complete revision of the storm sewer on the westerly side of the freeway. The new storm sewer will be larger in capacity and considerably lower than the grade now existing. As per directions of the design office this sewer will flow southerly to the Tualatin River.

Also in this unit is the proposed relocation of Southern Pacific Railroad and structure immediately north of the Tualatin River. The new structure is located northerly of the existing railroad line and crosses over the freeway. A complete vicinity map is being prepared for this railroad structure and relocation including the spur track required for Northwest Natural Gas Company and the Conrad Veneer Corporation.

The City of Tualatin has a large 12" water line crossing over the freeway on the existing railroad structure. Our meetings with the city have shown that they would like to have a circuit for their water line on the east side of the freeway, with an additional crossing under the freeway at the existing roadway undercrossing. If this line were constructed first, the existing line on the overhead structure could be eliminated from the future structure. This existing 12" line could then be constructed by stages, crossing under our freeway in a proper sleeve and could be constructed dry without required water service.

The Northwest Natural Gas Company has an extensive storage yard and offices located on the east side of the freeway and bordered on the south side by the Southern Pacific by the Southern Pacific tracks. Within this tract development there exists a 7' cyclone fence, considerable landscaping, concrete curgs and asphaltic concrete. We believe that these improvement items should be handled by right-of-way and not included as bid items herewith.

Nyberg Interchange Unit

The Nyberg Interchange Unit includes several structures as follows:

Tualatin River Structures
Nyberg Road Overpass
Nyberg Road Detour Structure
Two (2) Beaver Dam Structures

The timing and work progress on these structures will greatly influence the duration of the various stage construction work. Our preliminary plans coincide with the preliminary plans from the bridge department relative to the widening the Tualatin River Bridges on each side and the Beaver Dam Bridges on each side, hence detouring traffic over the newer additions while removal and reconstruction of this interparts is performed. It is believed that some extra width will be required on the Tualatin River structures in order to provide for four lane detour traffic. This extra width would be minimal and could be closely incorporated with the final shoulder work on either side.

The Nyberg Road detour structure will be a first priority. This detour structure should be constructed as close as possible to the new and revised grade for Nyberg Road thus the interchange ramps could be constructed as possible to their final grade and alignment.

The interchange ramps will require some work to be performed under traffic. On the short sections where grading is to be performed under traffic, the line treated sub-grade and cement treated base will be eliminated. A substitution of plant mix stone base or asphaltic concrete base materials will be made by the engineer for the equivalent depth design. This construction under traffic will be minimal.

It is believed that construction of the new Nyberg Road overpass can be performed continuously during stages 1, 2 and 3. Some minor detouring will be required during stage 1 for the removal of the existing structure.

The southerly end of the Nyberg Interchange Unit meets and coincides with the existing six (6) lane concrete pavement. The transition curves on stage 2 and stage 3 freeway routing overlap onto the previously constructed section. Landscaping in the median area of the recently completed project should be held to a minimum, and should be included in the future landscaping of the project under this survey.

Special Sign Bridges

Two separate sign bridges have been specified on stage 1 construction map. These bridges and signs can be utilized during all four stages of the contract work. Special bridge will be required at the northerly end of the project at approximately Station 55. The sign on the southerly end can be placed on the Saggard Road structure. No special bridge required. Signs should be neon, signifying slow and a speed of 50 MPH.

Southern Pacific Overcrossing Structure

Survey work and vicinity map drafting is yet to be completed on the Southern Pacific overcrossing structure. Our work is held up pending completion of line by the railroad company. We have been assured that this line will be completed during the first week of January and at that time necessary profiles and mapping will be completed and submitted to the Salem design office.

Summation

Many construction and design questions will arise during the preparation of the construction plans in this survey unit. It is anticipated that a close liaison will be maintained with the field office regarding any significant changes or additional survey work required.

Robert T. Ewen
Resident
Locating Engineer

RTE:bd

LOCATION DETAIL ESTIMATE

NORTH TIGARD INTERCHANGE - I-205 INTERCHANGE SECTION
PACIFIC HIGHWAY I-5
Prefix 634-1934-901

Not Included
Quantity Summary

December 18, 1970
Robert T. Ewen
Res. Loc. Engineer

"NET" UNIT QUANTITY

	UNIT	SOUTH TIGARD INTCH.	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNIT QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE	AMOUNT
ab Building								One	1,000	1,000
ection Of Traffic								All		50,000
ubbing Light	Acres	2.25	13.61	12.9	11.0	39.76	4.24	44		
Medium	Acres	0.52		17.2		17.72	2.28	20		140,000
Heavy	Acres	0.26	1.00	4.6		5.86	0.54	6.4		
ands	C.Y.	481	271	259		1,011	109	1,120	6.00	6,720
Type 2	Rods	24	246	475		745	75	820	3.00	2,460
	L.F.			2,565		2,565	235	2,800	1.00	2,800
ing Median Barrier	L.F.	6,500	3,660	5,650		15,810	1,590	17,400	1.50	26,100
ing Guard Rail	L.F.	3,500	1,750	1,100		6,350	650	7,000	1.00	7,000
tion	C.Y.	209	50	5		264	36	300	3.00	900
vation	C.Y.	5,258	72,912	443,907	18,537	540,614	54,386	595,000	.85	505,750
Place	C.Y.	61,564	183,807	88,320	106,751	440,442	44,558	485,000	.35	169,750
on	C.Y.	2,829	1,645	8,495	3,224	16,193	1,607	17,800	5.00	89,000
d And Slopes	Miles	1.23	0.72	1.14	0.67	3.74		3.74	2,500.00	9,350
Old Roadway	Sq.Yds		80	3,740	900	4,720	480	5,200	.60	3,120

LOCATION DETAIL ESTIMATE

NORTH TIGARD INTERCHANGE - I-205 INTERCHANGE SECTION
PACIFIC HIGHWAY I-5
Prefix 634-1934-901

Stage Const. Not Included
See Separate Quantity Summary

December 18, 1970
Robert T. Ewen
Res. Loc. Engineer

"NET" UNIT QUANTITY

SECT.	ITEMS		UNIT	SOUTH TIGARD INTCH.	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNIT QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE
106	Furnish Field Lab Building									One	1,0
107.27	Temporary & Direction Of Traffic									All	
201	Clearing And Grubbing	Light	Acres	2.25	13.61	12.9	11.0	39.76	4.24	44	
		Medium	Acres	0.52		17.2		17.72	2.28	20	
		Heavy	Acres	0.26	1.00	4.6		5.86	0.54	6.4	
202	Removal Items										
	Concrete Islands		C.Y.	481	271	259		1,011	109	1,120	6.
	Remove Fence Type 2		Rods	24	246	475		745	75	820	3.
	Curb Removal		L.F.			2,565		2,565	235	2,800	1.
	Remove Existing Median Barrier		L.F.	6,500	3,660	5,650		15,810	1,590	17,400	1.
	Remove Existing Guard Rail		L.F.	3,500	1,750	1,100		6,350	650	7,000	1.
203	Earthwork										
	Ditch Excavation		C.Y.	209	50	5		264	36	300	3.
	General Excavation		C.Y.	5,258	72,912	443,907	18,537	540,614	54,386	595,000	.
	Embankment In Place		C.Y.	61,564	183,807	88,320	106,751	440,442	44,558	485,000	.
206	Trench Excavation		C.Y.	2,829	1,645	8,495	3,224	16,193	1,607	17,800	5.
222	Finishing Roadbed And Slopes		Miles	1.23	0.72	1.14	0.67	3.74		3.74	2,500.
224	Obliteration Of Old Roadway		Sq.Yds		80	3,740	900	4,720	480	5,200	.

"NET" UNIT QUANTITY

	UNIT	SOUTH TIGARD INTCH.	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE	AMOUNT
Placing Topsoil	C.Y.	17,600	23,560	29,200	23,163	93,523	9,377	102,900	4.00	411,600
	M-Gal	337	421	587	564	1,909	191	2,100	3.00	6,300
l In Base & Shldr's.	Tons	4,689	2,703	6,598	4,413	18,403	1,897	20,300	2,95	59,885
e Base	Tons	12,593	11,989	27,925	23,749	76,256	7,644	83,900	2.95	247,505
ubgrade	SqYds	64,562	50,562	108,220	37,436	260,782	26,218	287,000	.30	86,100
ed Subgrade	Tons	727	573	1,217	420	2,937	293	3,230	31.00	100,130
Base Mixture	Tons	13,343	11,847	26,000	7,641	58,831	5,869	64,700	4.50	291,150
t Intreated Base	Tons	668	592	1,300	335	2,895	305	3,200	31.00	99,200
ete Pavement										
ment In Mixture	Tons	1,006	752	1,108	709	3,575	325	3,900	32.00	124,800
phaltic Concrete Mixture	Tons	12,892	12,507	18,466	12,843	56,708	5,692	62,400	6.50	405,600
Coat	Ton	33.0	27	59.1	22.30	141	15	156	65.00	10,140
Coat	Tons		8.2	3.3		11.5	1.5	13	70.00	910
ime Coat	C.Y.	141	146	522	151	960	100	1,060	6.50	6,890
e Coat	Tons	65	26.4	94.3	24	210	20	230	60.00	13,800
al Anchors	L.F.		288	1,152	864	2,304	236	2,540	20.00	50,800
Reinforced Conc. Pavement	L.F.	52,000	33,300	46,000	26,400	157,700	3,300	161,000	6.75	1,086,750

SECT.	ITEMS	UNIT	"NET" UNIT QUANTITY SOUTH TIGARD INTCH.	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE
225	Furnishing And Placing Topsoil	C.Y.	17,600	23,560	29,200	23,163	93,523	9,377	102,900	4.00
233	Watering	M-Gal	337	421	587	564	1,909	191	2,100	3.00
304	3/4"-0 Material In Base & Shldr's.	Tons	4,689	2,703	6,598	4,413	18,403	1,897	20,300	2,95
305	Plant Mix Stone Base	Tons	12,593	11,989	27,925	23,749	76,256	7,644	83,900	2.95
307	Lime Treated Subgrade	SqYds	64,562	50,562	108,220	37,436	260,782	26,218	287,000	.30
	Lime For Treated Subgrade	Tons	727	573	1,217	420	2,937	293	3,230	31.00
308	Cement Treated Base Mixture	Tons	13,343	11,847	26,000	7,641	58,831	5,869	64,700	4.50
	Portland Cement Intreated Base	Tons	668	592	1,300	335	2,895	305	3,200	31.00
403	Asphaltic Concrete Pavement									
	Asphaltic Cement In Mixture	Tons	1,006	752	1,108	709	3,575	325	3,900	32.00
	Class "B" Asphaltic Concrete Mixture	Tons	12,892	12,507	18,466	12,843	56,708	5,692	62,400	6.50
406	Asphalt In Seal Coat	Ton	33.0	27	59.1	22.30	141	15	156	65.00
407	Asphalt In Tack Coat	Tons		8.2	3.3		11.5	1.5	13	70.00
408	Aggregate In Prime Coat	C.Y.	141	146	522	151	960	100	1,060	6.50
	Asphalt In Prime Coat	Tons	65	26.4	94.3	24	210	20	230	60.00
450	Pavement Terminal Anchors	L.F.		288	1,152	864	2,304	236	2,540	20.00
	8" Continously Reinforced Conc. Pavement	L.F.	52,000	33,300	46,000	26,400	157,700	3,300	161,000	6.75

"NET" UNIT QUANTITY

	UNIT	SOUTH TIGARD INTCH	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITIES	PRICE	AMOUNT
te Median Barrier										
ing & Painting)	L.F.	6,500	3,660	5,540	790	16,490	310	16,800	10.25	172,220
6 Box Culvert	C.Y.	11.6				11.6	1.4	13.0	125.00	1,625
Box Culvert	Lbs.	166				166	14	180	.16	29
lopes	Ea.		16	1		17	2	19	115.00	2,185
lopes	Ea.	5	3		2	10	1	11	160.00	1,760
lopes	Ea.	1				1		1	295.00	295.
	L.F.	94		65		159	21	180	3.50	630
	L.F.	902	1,007	325		2,234	226	2,460	5.00	12,300
	L.F.			1,050		1,050	100	1,150	6.00	6,900
	L.F.	800	221	995	1,375	3,351	349	3,700	8.00	29,600
	L.F.			280		280	30	310	10.50	3,255
	L.F.			3,120		3,120	280	3,400	12.00	40,800
pe	L.F.			65		65	5	70	3.30	231
pe	L.F.	68	710	590		1,368	132	1,500	4.60	6,900
pe	L.F.				90	90	10	100	5.45	545
pe	L.F.	172	250	36	184	642	68	710	7.00	4,970
pe	L.F.	12				12	1	13	12.00	156
pe	L.F.	28				28	2	30	30.00	900
Under Pavement	L.F.			80		80	10	90	10.00	900
Type G-I	Ea.		12			12	1	13	180.00	2,340
Type G-II	Ea.	9	6	19	5	39	4	43	325.00	13,975
es Type A	Ea.	7		5	1	13	1	14	300.00	4,200
es Type A (12'+)	Ea.			3		3	1	4	450.00	1,800
es Type B	Ea.		2	2	1	5	1	6	300.00	1,800
Perf. Pipe	L.F.	94			13,640	13,734	1,366	15,100	2.75	41,525
	L.F.	13,268	7,320	14,170		34,758	3,442	38,200	3.30	126,060

"NET" UNIT QUANTITY

SECT.	ITEMS	UNIT	SOUTH TIGARD INTCH	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITIES	PRIC
504	Precast Concrete Median Barrier (Includes Patching & Painting)	L.F.	6,500	3,660	5,540	790	16,490	310	16,800	10
	Concrete In 6 x 6 Box Culvert	C.Y.	11.6				11.6	1.4	13.0	125
	Steel In 6 x 6 Box Culvert	Lbs.	166				166	14	180	
	12" Paved End Slopes	Ea.		16	1		17	2	19	115
	18" Paved End Slopes	Ea.	5	3		2	10	1	11	160
	48" Paved End Slopes	Ea.	1				1		1	295
603	8 " Sewer Pipe	L.F.	94		65		159	21	180	3
	12" Sewer Pipe	L.F.	902	1,007	325		2,234	226	2,460	5
	15" Sewer Pipe	L.F.			1,050		1,050	100	1,150	6
	18" Sewer Pipe	L.F.	800	221	995	1,375	3,351	349	3,700	8
	21" Sewer Pipe	L.F.			280		280	30	310	10
	24" Sewer Pipe	L.F.			3,120		3,120	280	3,400	12
	8" Concrete Pipe	L.F.			65		65	5	70	3
	12" Concrete Pipe	L.F.	68	710	590		1,368	132	1,500	4
	15" Concrete Pipe	L.F.				90	90	10	100	5
	18" Concrete Pipe	L.F.	172	250	36	184	642	68	710	7
	24" Concrete Pipe	L.F.	12				12	1	13	12
	48" Concrete Pipe	L.F.	28				28	2	30	30
	Extra For Pipe Under Pavement	L.F.			80		80	10	90	10
604	Concrete Inlets Type G-I	Ea.		12			12	1	13	180
	Concrete Inlets Type G-II	Ea.	9	6	19	5	39	4	43	325
	Concrete Manholes Type A	Ea.	7		5	1	13	1	14	300
	Concrete Manholes Type A (12'+)	Ea.			3		3	1	4	450
	Concrete Manholes Type B	Ea.		2	2	1	5	1	6	300
605	6" Underdrains Perf. Pipe	L.F.	94			13,640	13,734	1,366	15,100	2
	8" Perf. Pipe	L.F.	13,268	7,320	14,170		34,758	3,442	38,200	3

"NET" UNIT QUANTITY

	UNIT	SOUTH TIGARD INTCH	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE	AMOUNT
r Material In Drains	C.Y.	1,809	976	1,885	1,923	6,593	707	7,300	7.50	54,750
idge End Connections	Only	4	6	5	10	25	3	28	175.00	4,900
pe 2	L.F.	900	675			1,575	155	1,730	2.95	5,104
pe 2A	L.F.	450	700	2,400	3,825	7,375	725	8,100	4.50	36,450
pe 1	L.F.			575		575	55	630	2.75	1,733
chor	Only	4	6	7	10	27	3	30	225.00	6,750
	L.F.				4,200	4,200	400	4,600	.75	3,450
	L.F.	1,600	7,800	12,500		21,900	2,100	24,000	1.20	28,800
t Conc. Driveways	S.Y.		56		56	112	18	130	7.50	975
rete Driveways	S.Y.		817			817	83	900	3.25	2,925
1	Only	55	69	72	41	237	23	260	8.00	2,080
1	Only		30	48	30	108	12	120	8.00	960
2	Only	35	104	66	51	256	24	280	8.50	2,380
ockpiling Guard Rail	L.F.	770	750	410	5,655	7,595	705	8,300	1.00	8,300
Manholes 1" to 2"				2		2		2	100.00	200
lching	Acre	12.50	14.57	18.10	34.00	79	8	87	350.00	30,450

TOTAL CONTRACT BID ITEMS $4,683,598
(Grading & Paving)

SECT.	ITEM	UNIT	"NET" UNIT QUANTITY SOUTH TIGARD INTCH	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE
605.92	Special Filter Material In Drains	C.Y.	1,809	976	1,885	1,923	6,593	707	7,300	7.50
606	Guard Rail Bridge End Connections	Only	4	6	5	10	25	3	28	175.00
	Guard Rail Type 2	L.F.	900	675			1,575	155	1,730	2.95
	Guard Rail Type 2A	L.F.	450	700	2,400	3,825	7,375	725	8,100	4.50
	Guard Rail Type 1	L.F.			575		575	55	630	2.75
	Guard Rail Anchor	Only	4	6	7	10	27	3	30	225.00
607	Type 2 Fence	L.F.				4,200	4,200	400	4,600	.75
	Type 3 Fence	L.F.	1,600	7,800	12,500		21,900	2,100	24,000	1.20
608	Portland Cement Conc. Driveways	S.Y.		56		56	112	18	130	7.50
610	Asphaltic Concrete Driveways	S.Y.		817			817	83	900	3.25
623	Guide Posts W-1	Only	55	69	72	41	237	23	260	8.00
	Guide Posts Y-1	Only		30	48	30	108	12	120	8.00
	Guide Posts Y-2	Only	35	104	66	51	256	24	280	8.50
625	Salvaging & Stockpiling Guard Rail	L.F.	770	750	410	5,655	7,595	705	8,300	1.00
628	Adjustment Of Manholes 1" to 2"				2		2		2	100.00
681	Seeding And Mulching	Acre	12.50	14.57	18.10	34.00	79	8	87	350.00

TOTAL CONTRACT BID ITEMS
(Grading & Paving)

"NET" UNIT QUANTITY

	UNIT	SOUTH TIGARD INTCH	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE	AMOUNT
	S.F.	9,240				9,240			30.00	277,200
Ferry Road	S.F.	11,880				11,880			30.00	356,400
ossing	S.F.	16,520				16,520			25.00	413,000
Ferry Road	S.F.	23,520				23,520			30.00	705,600
fic Railroad Undercrossing	S.F.	5,600				5,600			30.00	168,000
r Bridge	S.F.	66,140				66,140			25.00	1,653,500
	S.F.	21,600				21,600			30.00	648,000
rth Bound	S.F.	11,700				11,700			30.00	351,000
uth Bound	S.F.	13,300				13,300			30.00	399,000
						179,500				
							SUB TOTAL NEW STRUCTURES			4,971,000
Bridges										
	S.F.	5,100								
Ferry	S.F.	6,000								
d Overcrossing	S.F.	9,000								
Ferry	S.F.	9,000								
fic Railroad	S.F.	1,900								
r	S.F.	17,700								
	S.F.	7,200								
idges	S.F.	6,800								
						Total Square Feet . . . . 62,700 @ $6.00				376,200
							TOTAL STRUCTURES			5,347,200

"NET" UNIT QUANTITY

ITEMS	UNIT	SOUTH TIGARD INTCH	UPPER BOONES FRY ROAD	LOWER BOONES FRY ROAD	NYBERG	TOTAL UNITS QUANTITIES	ALLOWANCE	TOTAL QUANTITY	PRICE
Structures									
Bonita Road	S.F.	9,240				9,240			30.00
Upper Boones Ferry Road	S.F.	11,880				11,880			30.00
Cooks Over Crossing	S.F.	16,520				16,520			25.00
Lower Boones Ferry Road	S.F.	23,520				23,520			30.00
Southern Pacific Railroad Undercrossing	S.F.	5,600				5,600			30.00
Tualatin River Bridge	S.F.	66,140				66,140			25.00
Nyberg Road	S.F.	21,600				21,600			30.00
Beaver Dam North Bound	S.F.	11,700				11,700			30.00
Beaver Dam South Bound	S.F.	13,300				13,300			30.00
						179,500			
								SUB TOTAL NEW STRUCTURES	
Removal Existing Bridges									
Bonita	S.F.	5,100							
Upper Boones Ferry	S.F.	6,000							
Cooks Railroad Overcrossing	S.F.	9,000							
Lower Boones Ferry	S.F.	9,000							
Southern Pacific Railroad	S.F.	1,900							
Tualatin River	S.F.	17,700							
Nyberg Road	S.F.	7,200							
Beaver Dam Bridges	S.F.	6,800							
						Total Square Feet	62,700	@ $6.00	
								TOTAL STRUCTURES	

LOCATION DETAIL ESTIMATE

NORTH TIGARD INTERCHANGE - I-205 INTERCHANGE SECTION
PACIFIC HIGHWAY I-5
Prefix 634-1934-901

December 18, 1970
Robert T. Ewen
Res. Loc. Engr.

		AMOUNT
re)		75,000
	(Final Verification By Utilities Engineer)	
e Company	Three Poles @ $250 per pole	750
	Possibly 300 feet of 12" Main @ $12.00 per foot	3,600
District	(1,000' of 6" at Bonita & Bangy @ $6.00 per foot)	
	(500' of 12" at Upper Boones Ferry @ $12.00 per foot)	12,000
Electric Company	5 Poles @ $250.00 per pole	1,200
Railroad Company	Adjusting Telegraph Lines	4,000
Railroad Company	Removal & Reconstruction of railroad tracks 1,900 lineal feet @ $17.00	32,300
Railroad Company	Railroad Engineering & Flagging	10,000
Private Cyclone Fence	Station 123+10 to 138+80 1,625' @ $2.00 per foot (Subject to R/W Negotiations)	3,650
rivate Light Poles	Station 123+10 to 138+80 6 only @ $500 each (Subject to R/W Negotiations)	
	Station 209 to 213 5 only (Subject to R/W Negotiations)	5,500
n Removal	30 Poles @ $500.00	15,000
ning & Lighting cluded herewith		0
	TOTAL EXTRA WORK ITEMS	160,500

LOCATION DETAIL ESTIMATE

NORTH TIGARD INTERCHANGE - I-205 INTERCHANGE SECTION
PACIFIC HIGHWAY I-5
Prefix 634-1934-901

EXTRA WORK ITEMS

Flagging (State Share)

Utilities	(Final Verification By Utilities Engineer)
General Telephone Company	Three Poles @ $250 per pole
City of Tualatin	Possibly 300 feet of 12" Main @ $12.00 per foot
Lake Grove Water District	(1,000' of 6" at Bonita & Bangy @ $6.00 per foot)
	(500' of 12" at Upper Boones Ferry @ $12.00 per foot)
Portland General Electric Company	5 Poles @ $250.00 per pole
Southern Pacific Railroad Company	Adjusting Telegraph Lines
Southern Pacific Railroad Company	Removal & Reconstruction of railroad tracks 1,900 lineal feet @ $17.00
Southern Pacific Railroad Company	Railroad Engineering & Flagging
Salvage & Relocate Private Cyclone Fence	Station 123+10 to 138+80 1,625' @ $2.00 per foot (Subject to R/W Negotiations)
Salvage & Install Private Light Poles	Station 123+10 to 138+80 6 only @ $500 each (Subject to R/W Negotiations)
	Station 209 to 213 5 only (Subject to R/W Negotiations)
Highway Illumination Removal	30 Poles @ $500.00
Final Striping, Signing & Lighting by others, not included herewith	

TOTAL EXTRA WORK ITEMS

STAGE SUMMARY - DETOUR ESTIMATE

N. TIGARD INTERCHANGE - I-205 INTERCHANGE
PACIFIC HIGHWAY
PREFIX 634-1934-901

December 18, 1970
Robert T. Ewen
Res. Loc. Engr.

te Not Included In
Estimate Quantities

QUANTITY

EM	UNIT	STAGE I	STAGE II	STAGE III	STAGE IV	NET QUANTITY	ALLOWANCE	QUANTITY	PRICE	AMOUNT
noval	S.Y.				62,900	62,900	6,300	69,200	.60	41,520
	M-Gal	274	519	418		1,211	119	1,330	3.00	3,990
rial In Base & Shoulders	Tons	2,605	4,706	3,429		10,740	1,060	11,800	2.95	34,810
one Base	Tons	14,312	26,498	19,195		60,005	5,995	66,000	2.95	194,700
ment In Mixture	Tons	159	632	214		1,005	95	1,100	32.00	35,200
Mixture	Tons	2,614	10,429	3,532		16,575	1,625	18,200	6.50	118,300
Barrier Detours e II)	L.F.		16,490			16,490	310	16,800	.50	8,400
. Barrier Detours e III)	L.F.			16,490		16,490	310	16,800	.50	8,400
cade	L.F.		1,000			1,000	100	1,100	3.75	4,125
Barrier	L.F.		3,500			3,500	350	3,850	9.00	34,650
ricades	Ea.		40			40	4	44	100.00	4,400
nstall Portable Barricade	Ea.			40		40	4	44	5.00	220
ckpile Portable Barricade	Ea.				40	40	4	44	5.00	220
ckpile Type 2 Barricade	L.F.		1,000			1,000	100	1,100	1.50	1,650
Median Barrier	L.F.		3,500			3,500	350	3,850	2.00	7,700
r Salvaged	L.F.			3,500		3,500	350	3,850	2.50	9,625
ckpile Metal Median rrier	L.F.									
pe I, Salvaged	L.F.	3,500	1,750	1,100	3,500	3,500	350	3,850	2.50	9,625
						6,350	650	7,000	1.25	8,750
								Sub Total		$526,285

STAGE SUMMARY - DETOUR ESTIMATE

N. TIGARD INTERCHANGE - I-205 INTERCHANGE
PACIFIC HIGHWAY
PREFIX 634-1934-901

This Estimate Not Included In
Main L Line Estimate Quantities

December 18, 1970
Robert T. Ewen
Res. Loc. Engr.

QUANTITY

SECT.	ITEM	UNIT	STAGE I	STAGE II	STAGE III	STAGE IV	NET QUANTITY	ALLOWANCE	QUANTITY	PRICE
202	Pavement Removal	S.Y.				62,900	62,900	6,300	69,200	.60
233	Watering	M-Gal	274	519	418		1,211	119	1,330	3.00
304	3/4"-0 Material In Base & Shoulders	Tons	2,605	4,706	3,429		10,740	1,060	11,800	2.95
305	Plant Mix Stone Base	Tons	14,312	26,498	19,195		60,005	5,995	66,000	2.95
403	Asphaltic Cement In Mixture	Tons	159	632	214		1,005	95	1,100	32.00
	Class "B" AC Mixture	Tons	2,614	10,429	3,532		16,575	1,625	18,200	6.50
504	Precast Conc Barrier Detours (Stage II)	L.F.		16,490			16,490	310	16,800	.50
	Precast Conc. Barrier Detours (Stage III)	L.F.			16,490		16,490	310	16,800	.50
606	Type 2 Barricade	L.F.		1,000			1,000	100	1,100	3.75
	Metal Median Barrier	L.F.		3,500			3,500	350	3,850	9.00
	Portable Barricades	Ea.		40			40	4	44	100.00
625	Salvage & Reinstall Portable Barricade	Ea.			40		40	4	44	5.00
	Salvage & Stockpile Portable Barricade	Ea.				40	40	4	44	5.00
	Salvage & Stockpile Type 2 Barricade	L.F.		1,000			1,000	100	1,100	1.50
	Salvage Metal Median Barrier	L.F.		3,500			3,500	350	3,850	2.00
	Median Barrier Salvaged	L.F.			3,500		3,500	350	3,850	2.50
	Salvage & Stockpile Metal Median Barrier	L.F.				3,500	3,500	350	3,850	2.50
	Guard Rail Type I, Salvaged	L.F.	3,500	1,750	1,100		6,350	650	7,000	1.25

Sub Total

		QUANTITY							
	UNIT	STAGE I	STAGE II	STAGE III	STAGE IV	QUANTITY	ALOWANCE	QUANTITY	PRICE	AMOUNT
ures & Removal										
s Ferry Road	S.F.	11,200								
s Ferry Road	S.F.	7,000								
	S.F.	9,500								
		Total Square Feet 27,700 @ $15.00								415,500
							TOTAL DETOURS			941,785

LOCATION ESTIMATE SUMMARY

Contract Grading & Paving	4,758,500
Contract Structure Items	5,347,200
Total Extra Work Items	160,500
Total Detour Items	941,800
Final Striping, Signing, & Lighting by Others	0
Sub Total	$11,208,000
20% Engineering & Contingencies	2,242,000
TOTAL PROJECT COST	$13,450,000

SECT.	ITEM	UNIT	QUANTITY STAGE I	STAGE II	STAGE III	STAGE IV	QUANTITY	ALOWANCE	QUANTITY	PRICE
	Detour Structures & Removal									
	Lower Boones Ferry Road	S.F.	11,200							
	Lower Boones Ferry Road	S.F.	7,000							
	Nyberg Road	S.F.	9,500							
					Total Square Feet 27,700 @ $15.00					
							TOTAL DETOURS			

LOCATION ESTIMATE SUMMARY

Contract Grading & Paving	4,758,500
Contract Structure Items	5,347,200
Total Extra Work Items	160,500
Total Detour Items	941,800
Final Striping, Signing, & Lighting by Others	0
Sub Total	$11,208,000
20% Engineering & Contingencies	2,242,000
TOTAL PROJECT COST	$13,450,000

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11-24-70

Co. 1
7937

November 27, 1970

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

MISC. CONTRACTS and AGREEMENTS No. 4114

Attention: George D. Poppen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a throughway agreement concerning reconstruction of the Lower Boones Ferry Road Interchange which lies within the South Tigard Interchange-East Portland Freeway Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement att.)

NOV 6 • 1970

7937

November 5, 1970

Oregon State Highway Commission

Gentlemen:

The Clackamas County Board of Commissioners has signed a throughway agreement concerning reconstruction of the Lower Boones Ferry Road Interchange which lies within the South Tigard Interchange-East Portland Freeway Section of the Pacific Highway (I-5).

The agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, drainage, base, paving, signing, and structures. The County agrees to the closure of certain roads and will cooperate with the State to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. The Lower Boones Ferry Road is to be constructed on new alignment in order to provide a more suitable connection to the new interchange. Following completion of construction, Clackamas County is to assume all jurisdictional responsibilities for this proposed new connection.

The overall project is tentatively scheduled for contract in October, 1971, at an estimated cost of $9,000,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
Frank L. Hall
F. D. Morgan
L. H. Young
D. H. Moehring
H. S. Cox
L. W. Rulien

MCH:ljt sr

RECEIVED
OCT 5 - 1970
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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7957

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

DATE: September 29, 1970

In reply refer to: 08-35.6

SUBJECT: Oregon I-5-5(-)291
Tualatin U'xing of SPRR
South Tigard Interchange-East Portland Freeway

The preliminary plans for the Tualatin Undercrossing of the SPRR submitted with Mr. Merchant's September 10 letter are approved.

We note that you propose using 110 ton bearing piling on this project, driven to basalt bedrock. When the Special Provisions are written you should make sure the piling are driven to bedrock, or specify load tests.

Orig to I. D. Merchant
10-1-70
copy to Design
attn: A. E. Johnson
10-5-70

NOTED
A. E. JOHNSON

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SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Salem, Oregon
September 23, 1970

Mr. L. W. Eulieu
Regional Engineer

South Tigard Inter. [redacted] Section
[redacted]
Clackamas and Washington Counties

A problem has developed with the proposed Nyberg Interchange and Beaverdam overflow structure, inthat the Bridge Section is proposing a single structure for the southbound entrance ramp and the through southbound lanes which would require substantial revision of grades on that ramp. In order that we may study the problem further, we are requesting prints of the detail maps and profiles for Nyberg Interchange and the highway main line in this area.

The problems of handling traffic through this project when under construction should be discussed with the Bridge and Construction Sections at the earliest reasonable date. Please advise us as soon as you have analyzed the problem so that a conference may be arrainged to discuss the various possibilities.

FRANK L. HALL
Design Engineer

By

GEORGE C. WILLS
Chief Locating Engineer

GCW:jg
cc: R. T. Ewan

1 Hall
2 A. Olson
Wills
3 Hackleman
Carstensen
Keyes
Terpin
Sample

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Scott
Swanson
R. Olson
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Other

SEP 1970

R E Johnson

OREGON STATE
HIGHWAY DIVISION

7937

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 10, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Tualatin U'xing of SPRR
S. Tigard Intchg.-E. Portland
Freeway Intchg. Section
Pacific Highway I-5
Washington County
Bridge No. 2258A

Enclosed are two prints each of Drawing No. 26286, 24574 and 26591 which are the preliminary plan and elevation, vicinity map, and foundation data sheet for the subject structure. Also enclosed are two copies each of the foundation recommendation and an architectural perspective drawing.

The length of the structure was determined in accordance with the requirements established for the project. The width, elevation, and alignment were determined by requirements of the Southern Pacific Railroad.

A location south of the existing bridge was studied. This would have required a curved and wider structure because of railroad alignment and switch tracks at each end. At the suggestion of the railroad the proposed structure was located north of the existing bridge. This requires lowering the freeway grade to provide 17 feet of vertical clearance.

A post tensioned concrete structure was determined to be the most economical type to meet the requirements of a minimum depth structure required because of railroad and freeway grades. The estimated cost based on approximate quantities and including an allowance for engineering and contingencies is $435,000. A steel through girder structure was studied as an alternate and its estimated cost is $530,000.

NOTED
A. E. JOHNSON

Four lanes of traffic may be carried on the freeway at all times except during the removal of the existing structure when traffic will have to be reduced to two lanes.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

JMT/ag

cc: A. E. Johnson
L. H. Young
V. E. Skoog

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OFFICE OF
STATE HIGHWAY ENGINEER

7937

Salem, Oregon
January 8, 1970

Tualatin Undercrossing of SPRR
Tigard Intchge-East Portland Frwy Section
~~Pacific Highway~~, I-5
Washington County
Bridge No. 2258A

Mr. Ivan Merchant
Bridge Engineer
Building

Herewith revised main line profile on the subject section which provides for a new railroad structure north of the existing one. The original profile with the job has been revised to reflect this change. It is based on structural depth obtained from your section.

D. J. Barbee
Design Engineer

DNS:jp
Enclos.

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

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JAN 8 1970
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

FORM B-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1969

To:
D. J. Barbee
Design Division

BUILDING

SUBJECT: Tualatin U'xing of SPRR
Tigard Interch.-E.Portland Frwy. Sec.
Pacific Highway, I-5
Washington County
Br. No. 2258A

A preliminary study has been made of the structure requirements for two alternate alignments for the replacement of the Tualatin Undercrossing of the SPRR on I-5. As indicated on the enclosed prints Alternate "A" is the proposed alignment south of the existing crossing and Alternate "B" the alignment on the north side.

Preliminary estimates of the structure for the two alternates favor Alternate "B" by $74,000. In addition a revision in the proposed alignment of the Alternate "A" line will be necessary to accommodate the additional width of structure required by the accommodation of the railroad switch on the structure.

It is anticipated that this line shift to the south may further increase the differential in cost between the two alternates.

It is understood that the added cost to lower the mainline grade for the north alignment is approximately $50,000. On this basis we would recommend the selection of the alignment designated Alternate "B" on the enclosed prints.

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engineer

WJH:smd
cc
T. C. Roake
T. W. Litchfield

REFERRED TO
Olson
. esign Engr.

Routing
1 Barbee
2 Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstenson

RECEIVED
DEC 26 1969
DESIGN
DIVISION

Please review + advise B.
(+ 45,000 - 50,000)
Walt at finish profile + get to Bridge + with job.

RECEIVED
DEC 5 - 1968

FOR FILING

7937

MISC. CONTRACTS and AGREEMENTS No. 3640

4 g

November 14, 1968

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

11-12-68

Attention: Mr. Robert Schumacher
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of a throughway agreement with Clackamas County pertaining to the reconstruction of the South Tigard Interchange-Marion County Line Section of the Pacific Highway.

We are retaining a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fkm
Attachment

cc H. S. Cox
(conformed copy)

RECEIVED
OCT 23 1968
...NG

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 21, 1968

7937

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 12 meeting will be a throughway agreement with Clackamas County pertaining to the reconstruction of the South Tigard Interchange-Marion County Line Section of the Pacific Highway (I-5).

This agreement provides for the construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, paving and structures. Further provisions are made for the closure of certain roads and relocation of utility facilities. This agreement is made necessary because of modifications due to six laning the above section of I-5 and reconstructing elements of the interchange.

A portion of this project, estimated to cost $5 million, between I-205 and Wilsonville is tentativaly scheduled for letting next spring or summer.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

10/22/68
approved.

RECEIVED
OCT 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

7938 White Bridge Sec. of the Powers Hwy. north of Powers (Grading and paving) 1973

1-21-75

COPY FOR MR. [redacted]
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Waybo, Inc. No. 7925	Duniway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Inter- change, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

J. M. Klabone

Administrator and State Highway Engineer

7938

December 31, 1974

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7938 awarded to White-Palos for work on the White Bridge Section of the Powers Highway in Coos County.

Final payment on this contract is $30,814 and the total contract amount is $625,782.07 including $8,552.13 for work performed under force account.

Very truly yours,

C. W. Read
[redacted]

fhm

cc White-Palos
2705 Lancaster Drive
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

12-17-74

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on December 19, 1974, I accepted the following:

Contract No. 7859, Work Completed July 16, 1974

Project Sanderson Bridge (Approaches)

Highway Albany-Lyons County Linn

Type of Work Grading and Paving

Contractor Morse Bros., Inc.

Contract No. 7895, Work Completed August 2, 1974

Project UPRR O'xing - Hood River (Button Bridge)

Highway FAS 349 County Hood River

Type of Work Grading, Paving and Structure

Contractor Workman Const. Co. & Workman Contractors

Contract No. 7901, Work Completed October 8, 1974

Project River Road at Irvington Drive

Highway Junction Road at Irvington Drive County Lane

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Contract No. 7920, Work Completed August 9, 1974

Project West City Limits-Mason Street (Sheridan)

Highway FAS 907 County Yamhill

Type of Work Grading and Paving

Contractor Rowell & Wickersham

Contract No. 7938 , Work Completed October 11, 1974

Project White Bridge

Highway Powers County Coos

Type of Work Grading and Paving

Contractor White - Palos

Contract No. 7943 , Work Completed May 31, 1974

Project Campbell Street Interchange (Baker)

Highway Old Oregon Trail County Baker

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Contract No. 7953 , Work Completed August 27, 1974

Project Bay Ocean Road Slide

Highway FAS 616 County Tillamook

Type of Work Slide Correction

Contractor La Fond & Son

Contract No. 7963 , Work Completed August 19, 1974

Project Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland)

Highway Rogue Valley County Jackson

Type of Work Grading and Paving

Contractor James R. Foster

Contract No. 7989 , Work Completed August 14, 1974

Project La Grande Office Building

Highway Wallowa Lake County Union

Type of Work Curb, Sidewalk and Drain

Contractor J. A. Weaver, General Contractor

Contract No. 7993 , Work Completed October 3, 1974

Project Fort Stevens State Park

Highway -- County Clatsop

Type of Work Grading and Paving

Contractor Palmberg Paving Co., Inc.

Contract No. 8028 , Work Completed September 18, 1974

Project Creswell (1st Street)

Highway City Street County Lane

Type of Work Grading and Paving

Contractor Wildish Construction Co.

Administrator and
State Highway Engineer

7938

CON-5-7938

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1974

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM for Bruce Gallagher
C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7938, Work Completed October 11, 1974

Project White Bridge

Highway Powers, County Clas

Type of Work Grading and Paving

Contractor White - Palos

Recommended Acceptance Date December 19, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

7938

November 25, 1974

White-Palos
2705 Lancaster Drive
Salem, Oregon 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7938 for work on the White Bridge Section of the Powers Highway in Coos County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 45 days is granted because of increased work due to Price Agreement No. 1.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Alfred Shirley, Jr.

JAB:fr srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7938

Salem, Oregon

November 21, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: White Bridge Section
Contract No. 7938
Request for Time Extension

White-Palos request a 45-day time extension on this project based entirely on Price Agreement No. 1. The project is completed and there are actually 41 days liquidated damages accrued at $100 per day.

Bids were opened on this project September 6, 1973 and the contractor started work promptly on September 10. The contractor made good progress during the rest of the 1973 season and entered the winter dormant period with the project 60 percent completed over-all and with the grading 78 percent complete. Major slide problems became apparent during the winter and these resulted in Price Agreement No. 1 which is dated July 2, 1974 and is in the amount of $102,400. It covered ten major items of added work to construct the rock inlays, drainage and riprap. The contractor justifies his request quite straightforwardly on a simple time-money basis which would justify the 45 days requested. This is a valid approach which we have frequently used.

The Resident Engineer has also done a good analysis on an actual elapsed time basis for the added work. The Price Agreement No. 1 work was mostly done between July 10, 1974 and August 23, which is an elapsed time of 44 days. It is intermingled with some regular bid item work, but it is apparent that there was ample time available during the prime summer season of 1974 within the original 250 day contract time to complete the project had it not been for Price Agreement No. 1 which added mostly grading type items. By August 23, the allowed contract time had virtually expired and the grading was then 99 percent completed after doing the P.A. 1 work. This, of course, left the surfacing yet to accomplish and it was all done on liquidated damages time. The project was then completed October 11, 1974. I believe the time extension is readily justified and is recommended.

This is a State project. Rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: V. L. Gallagher

RECEIVED
NOV 22 1974
Office of
Assistant State Highway Engineer

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date SEPT 18, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 295 days, within which to complete our Contract No. 7938, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

INCREASE IN WORK REQUIRED BY CONTRACT DUE TO PRICE AGREE #1 LETTER ATTACHED

Respectfully submitted,

WHITE-PALOS J.V.
Contractor

By [signature] mngr ptnr

CONSENT OF SURETY

Bond # 28 87 99

Date September 18th, 19 74

We, GREAT AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

UPDEGRAFF INSURANCE, INC.

[signature]
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7938 Contractor White - Palos, J. V.

Highway Powers

Section White Bridge

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 45 day time extension of contract time due to increase in work required by Price Agreement No. 1.

Recommended for Approval:

J. X. Wilson
Division Engineer

John G. Bond
for Construction Engineer ~~or Bridge Engineer~~

R. Ramsey
Acting Asst. State Highway Engineer

Contract No.	7938
Project designation	State (State-Federal)
Date awarded	9-7-73
Work started	9-10-73
Per cent completed	100 10-11-74 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	291
No. of Added Workdays Requested	45

August 26, 1974

Palos-White, J.V.
2705 Lancaster Dr. NE
Salem, OR 97303

Mr. F. D. Morrison
Resident Engineer, O.S.H.D.
Coquille, OR 97423

RE: White Bridge Section Powers, OR
O.S.H.D. Contract #7938

Dear Sir:

The amount of work to be done under this contract has been increased substantially from the original project work. We therefore request a time extention based on the increase of work added to the project by the Highway Department.

The original contract required $579,342.00 of item work, and an additional $102,240.00 was added by Price Agreement #1.

$$\frac{\$574,342.00}{250 \text{ days}} \quad \frac{\$102,240.00}{x} = 45 \text{ days}$$

We request a 45 day time extention on this project based on the increase of dollar volume created by Price Agreement #1.

This should allow for timely completion of this project, but does not preclude additional requests for time extention if they become necessary.

Respectfully yours,

John E. Lambie
Palos-White, Joint Venture.

JEL:ph

7938

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: White Bridge		WEEK ENDING: November 2, 1974
		SECTION PREFIX: 106-1138-900
HIGHWAY: Powers		COUNTY: Coos
NAME OF JOB: White Bridge Section	KIND OF WORK: Grading and Paving	
CONTRACTOR: White - Palos - J.V.	CONTRACT NUMBER: 7938	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 7, 1973	DATE WORK STARTED: September 10, 1973	ESTIMATED COMPLETION DATE: Oct. 11, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 291
PROJECT AUTHORIZATION: $767,687.17	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 116
EXCLUSIVE OF ENGINEERING: $622,389.07	ENGINEERING AUTHORIZATION $59,675.17	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $622,389.07	ENGINEERING COST TO DATE $59,401.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.1%	PERCENT OF AUTHORIZATION 99.5%	DATE PROJECT WAS COMPLETED: October 11, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100 %		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.29	0.29			0.29
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.29	0.29			0.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)	140,630	450			3,700
TOTAL QUANTITIES CORRECTED TO DATE	153,527	388			3,295
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	153,527	388			3,295
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		Project Completed.
MONDAY	Showers	0		" "
TUESDAY	Fair	0		" "
WEDNESDAY	Fair	0		" "
THURSDAY	Overcast	0		" "
FRIDAY	Overcast	0		" "
SATURDAY				

Routing: Keesey, Bond, Jackmond, Harwood, Johnsen, Walker — Scofield, Glenn, Jung

RECEIVED
NOV 4 1974
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity on the project as the project is complete.
TUESDAY	" / " " "
WEDNESDAY	" " " "
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The office crew spent Monday and Tuesday of this week completing the Semi-Final estimate on this section. The semi-final estimate was hand carried to Region Office Wed. Oct. 30, 1974.

THIS IS THE LAST WEEKLY REPORT FOR THIS SECTION.

SIGNED Ted D. Morrison LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

#1738

STATE OF OREGON
1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 19, 1974

Mr. Donald V. Horick
P. O. Box 276
Powers, Oregon 97466

Dear Mr. Horick:

Thank you for bringing to my attention the problem of excessive dust resulting from construction work on the White Bridge Section of the Powers Highway. The dust originates from spillage on the pavement from earth-moving equipment hauling across the road.

The Highway Division will require the contractor to make every effort to minimize accumulation of earth material on the roadway. In addition, he will be required to clean the roadway at regular intervals, and water as much as safety will permit to alleviate dusting.

Sincerely,

Governor

TM:dr

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
AUG 21 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Coulter
Region 3
8/26

#7938

August 7, 1974

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mr. Donald V. Horick
P. O. Box 276
Powers, Oregon 97466

Dear Mr. Horick:

4666-K

Thank you for bringing to my attention the problem of excessive dust resulting from construction work on the White Bridge Section of the Powers Highway.

The Highway Division has advised that the dust originates from spillage on the pavement from earth-moving equipment hauling across the road.

They will require the contractor to make every effort to minimize the accumulation of earth material on the roadway. In addition, he will be required to clean the roadway at regular intervals and water as much as safety will permit to alleviate dusting.

I appreciate your concern with environmental protection and highway safety.

bc: G. M. Baldwin
bbc: A. E. Johnson
H. S. Coulter
J. X. Wilson

JXW:dt dpy

1/26/74 Horick to Hwy

24th July 1974 Hwy
P.O. Box 276. Powers,
Oregon. 97466

Dear Governor McCall:

I'm having trouble Again with "The Salem Bureaucracy!" I'm in need of your help to cut through Red tape and Mediocrity.

I Now live at Powers, Oregon. We have A Small Road building Job going on between Powers and The Coos Bay - Roseburg highway. There is, of course, a large Amount of dust Accompanying this work. Being a Retired Construction inspector I'm Sure there must be Some Oregon Laws on dust Abatement. First, I Asked one of the men on the Job if they did not have a "Water Wagon" Available. Of Course - **No Results**
I then on Monday July 22 stopped in at the Coos Bay office of the Department of Environmental Quality. I Asked their ASSISTANCE - While they can Avidly And Zealously enforce excessively demanding Rules on Sewage disposal Systems I met the Same dended Road of Mediocrity and bureaucracy - **No Results.** To-day I Stopped by Ed "Doc" Stevenson's office where I made the Same Request.

Governor McCall I feel bureaucracy

Should be more Responsive to Reasonable Citizenry Requests. True, I could have dug up the ordinance or law governing dust Abatement and proceeded to a Judge to Secure a Writ of Mandamus. Then Served the Writ and Requested the Grand Jury to investigate Maleficence of office in the Departments of Highway and Environmental Quality necessitating a Writ. **But! I do not feel A citizen Should have to go this Route.**

If the men in these departments can not Set up Administrative Procedures and Chain of Command to function Properly within the law **they Should be Replaced.** This is A very Small problem, and There Should be **No** Reason to have to disturb you with it! I know None of these men - Seek No Job and have "No Axe to grind" but we must have human understanding, Consideration and **Results.**

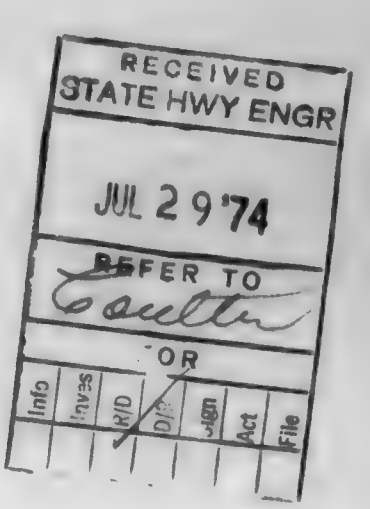
I Just checked the Construction Parking Lot. There Appears to be A green "Water-Wagon" truck Parked. And out of Service!

I'm Sure when you Contact the department Heads they will have A "toothy Public Relations Smile and an Answer." Don't they Always?

But this is not Results. It does not Solve a problem that should have never existed in the first place!

Governor, any help you can provide me in this area will be greatly appreciated, as always. Thank you.

Sincerely,
Donald V. Horick



7938

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 19, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
White Bridge Section, Powers Secondary Highway
Contract No. 7938

An overrun of the original $674,351.17 project authorization is apparent for this grading and paving project in Coos County. The estimated cost is now $767,687.17 an increase of $93,336.00, or 13.8 percent. The project is approximately two-thirds completed, with an estimated completion late this summer.

The reason for the overrun is that extensive slide corrective work will have to be done because of slide problems that developed during the past winter. Performance of this corrective work will also increase engineering expenditures. The present plan is to construct two rock inlay sections and make a grade change as practical corrective measures now under this contract.

I request your approval of an increase in the project authorization to a new total of $767,687.17. This will be on the Agenda for the June 26 meeting.

bc: C. W. Head A.F. Johnson
G. M. Baldwin
C. H. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Gary Sund
Bob Whipps

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 14, 1974

FILE: NOTED H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Overrun of Project Authorization
White Bridge Section
Contract No. 7938
State Project

An overrun of the original $674,351.17 project authorization is apparent for this grading and paving project in Coos County. The estimated cost is now $767,687.17, an increase of $93,336.00, or 13.8 per cent. The project is approximately two-thirds completed and has an estimated completion date of August 27, 1974. This request includes $10,000 for contingencies on the remaining work.

The reason for the overrun is that extensive slide corrective work will have to be done because of slide problems that developed during the past winter. Performance of this corrective work will also increase engineering expenditures. Present plan is to construct two rock inlay sections and make a grade change as practical corrective work now under this contract. Some longer range observations and study will then be made.

I recommend the project authorization be increased to a new total of $767,687.17. Rough draft letter to the Transportation Commission is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

RECEIVED
JUN 14 1974
Office of
Assistant State Highway Engineer

7938

5

October 4, 1973

White-Paine
2703 Lancaster Drive
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7938 for work on the White Bridge Section of the Powers Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Hand, Manager
ADMINISTRATIVE SERVICES

bs
Enclosure

cc Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc: C. T. Keasey
Walt Hart
L. E. Young
Attn: Vince Gallagher
Alfred Shirley
Frank Merrick

7938

From
See me
CEC

September 7, 1973

White Construction Company
and Palm Contracting Corporation
3705 Lancaster Drive
Salem, Oregon 97303

Second Ltr

AGENDA
SEP 19 1973
4 l

Gentlemen:

The Oregon Transportation Commission today awarded to you State Highway Contract No. 7938 in the amount of $574,262 on the White Bridge Section of the Pacific Highway in Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Hurd, Manager
ADMINISTRATIVE SERVICES

bs

bc C. T. Kenney
Walt Hart
Alfred Shirley
Frank Morrison
L. H. Young
Attn: Vince Gallagher

7938

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

RECEIVED
JUN 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

June 5, 1973

cc's sent 6-7-73
E. S. Hunter
L. H. young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
Bud Shirley (2)

NOTED
E. S. HUNTER

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Highway Building
Salem, Oregon 97310

Attention J. H. Versteeg

Dear Mr. Baldwin:

White Bridge Section - Powers Highway
Coos County

We are sorry for the delay in providing you with our comments on this project. Our area resource manager, Mr. Bob Mullen, Mr. Ed Schwartz, Oregon Game Commission, and Mr. Frank Morrison, Highway Division, were finally able to view the project together.

Our main concern is stream encroachment at station 1253 area. In addition to boulder placement shown on the plans, we recommend that the stream bed be widened from the opposite side by removing a bent section of rock outcropping to maintain a 100-foot wide channel at the waterline shown on the plans. The blasting should be done during a low water period; otherwise, an underwater blasting permit will be required. In addition, we have the following recommendations:

Versteeg
A. Gibson
Terpin
Scott
Swenson
R. Olson
Troyer

RECEIVED
JUN 7 1973
ROAD DESIGN SECTION

1. Work in the stream shall be confined to the period of June 1 - October 1 unless behind a cofferdam or berm.

2. Maintain water quality standards.

3. Remove blasted rock from the stream bed during work period above.

We appreciate the interest and courtesy extended by Mr. Morrison in reviewing this project for fishery safeguards.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

7938

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 15 1973
ROAD DESIGN SECTION

Reply Req'd ☐
Response Approval ☐
Retention Copy ☐
Date Ret'd
Return To
Bring Up ___/___/___
Other

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

May 11, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention: Mr. J. H. Versteeg

Dear Sir:

The Game Commission has completed review of the revised plans proposing riprap revetments in lieu of the originally planned bin-type retaining wall for the White Bridge Section of Powers Highway, Coos County. The revision is satisfactory providing the following concerns for the fisheries resource are satisfied.

1. Water velocities through the project area will be increased and fish passage may be adversely affected at higher flows unless devices are installed to break velocity patterns. Project plans call for placement, to be approved by the Game Commission, of five feet minimum diameter boulders in areas of greatest concern. These boulders must be of sufficient size, density, and hardness to remain in position. If the boulders become ineffective, they should be replaced or other satisfactory measures taken to insure fish passage.

2. The primary fall chinook spawning area in the South Fork Coquille River is downstream from the project site. We recommend that all necessary precautions be taken to minimize turbidities from construction activities. This may require the use of sheet piles, limiting the time of instream activities, and other precautionary techniques.

If we may be of any further assistance, please contact us.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc Vic Wolfe, Locations Engineer
Ed Schwartz
SW Region

NOTED
E. S. HUNTER

cc's sent 5-15-73:
E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
Bud Shirley (2)

7938

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission — February 22, 1973

FROM F. B. Klaboe
State Highway Engineer

SUBJECT

Project Finance Approval
White Bridge Section
Powers Hwy., Coos County

A survey has been completed on the White Bridge Section, approximately one mile north of the community of Powers on the Powers Highway in Coos County.

This section, which has poor horizontal alignment, is to be improved by eliminating the existing sharp curves and widening the roadway width to accommodate two 12-foot travel lanes with 4-foot shoulders. Slight modification to the bridge over the South Fork Coquille River will be required to tie into the proposed new alignment.

The total estimated cost for this section is $600,000. I recommend the project be contracted, utilizing State Construction funds and request your approval to proceed toward a June letting.

This matter will be on the agenda for your consideration at the March 6 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. L. Skoog
L. H. Young
Frank Hall
J. B. Boyd
Don Byard
Victor Wolfe
H. L. Versteeg
Gary Ross
Gary Sund

BLG:dg dpy

7938

February 8, 1973
Salem, Oregon

White Bridge Section
Powers Secondary Highway

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

If possible we would like to call for bids at the June 1973 letting on the White Bridge Section of the Powers Secondary Highway. This project will be financed with State funds in order to allow the early letting date.

Will all parties involved, please place this project on the front burner and try to meet the June letting date.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. H. Young
Frank Hall
J. B. Boyd
Don Byard
J. H. Versteeg

RECEIVED
DEC 5 - 1972
FOR FILING
7938

December 4, 1972
Salem, Oregon

White Bridge Project
Powers Secondary Highway

Mr. George Baldwin
Administrator of Highways

BUILDING

This is to advise you on the status of the White Bridge Project on the Powers Secondary Highway.

The White Bridge Section is actually being worked up in two units - a 3/4 mile long section north of the bridge and a short section revising the curve entering Powers southerly of the bridge. This, to the best of my knowledge, was the number one preference as indicated by the group you met with in Powers. Originally this project was to be financed with State funds, therefore, no hearings or environmental impact statements were necessary. You were advised on this basis that the project could be ready for contracting in the spring of 1973.

Since then it has been decided to federal aid the project which introduces the complication of an environmental statement and hearing. The Federal Highway Administration's Division Engineer has requested that a projection and an environmental statement must be written for the entire 15.88 mile section from Mile Point 1.25 to Powers, Mile Point 17.13. The projection work is underway and will be completed by about January 1, 1973.

The Environmental Unit advises me their most optimistic schedule would be as follows:

1. Begin environmental statement -
   December 1, 1972

2. Release environmental statement -
   March 1, 1973

3. Hold combined corridor-design hearing - May 1, 1973

4. Release final environmental statement - June 15, 1973

5. Earliest possible approval by Federal Highway Administration - August 15, 1973

6. Take bids - October 1973

In order for the Environmental Unit to follow the above schedule will necessitate their dropping work on two or more projects, which are also on the current contracting schedule. If the White Bridge Section is simply given a high priority and the Environmental Unit is allowed to blend it in with their other projects, the job could be contracted in March or April 1974. Both of the above time schedules are somewhat optimistic and any hang up would extend the time.

If our commitment to the Powers people is so strong that the project must be completed this year there is only one alternative - that is to fund the project with Bond or State Construction Funds thereby eliminating the need for environmental statements and hearings.

There is also the possibility that the Broadbent Section could be contracted this spring. As you know, that project is clear from an environmental and hearing standpoint, however, we would not want to construct on the located line as it is parallel with the existing railroad and has considerable impact on the Broadbent area. When the railroad right of way is available we would move westerly some 50 to 60 feet and measurably reduce the impact on the Broadbent area.

Ted Litchfield advises me that the ICC has issued an order which allows the Southern Pacific to abandon its common carrier status. Ted says this then makes the railroad a private enterprise owned by Georgia Pacific. They have now ceased operation of trains.

I see no reason why we could not begin negotiations with Georgia Pacific for that portion of the highway which is needed for highway improvement. If negotiations could be completed, it

would be possible to contract this section in the spring of 1973. To my knowledge no contacts have been made with Georgia Pacific regarding negotiations for this property.

This resume will bring you up to date with the problems on the Powers and I will be happy to discuss it further at any time.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
R. L. Schroeder

Broadbent to White Bridge (Incl. Broadbent section)

hearing
Corridor - Design -

alt. corridor - abandoned RR TRACK, ← with
- two hwys maintain into Powers

Mapping by Jan 1

NO Priorities

March	1	DES	—	Release
May	1	Hearing	—	
June	15	FES	—	RELEASE
Aug	15	approval	—	(at best)

PS & E
ROW

Contract - October

D.P - S.P.

Litchfield to R.R. - when can we occupy in Broadbent. $1.2 mil.

Location will be done Jan 1st $600,000

I.C.C. issued order allowing S.P. abandon their common coml
Have a private R.R. D.P.
No trains

7939 Airport Road-Belt Line Rd. 1973
Sec. of Pac. Hwy. West
(Grading and paving)

7434

10-21-75 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-21-75	S. O. Deocampo, Engr Trainee		F-262(10)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12-11-74	2-24-75	100 %	225 CWD
APPROVED EXTENSIONS	**LOCATION**		
28 days	Pacific Highway near Eugene, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOV 05 1975

AIRPORT ROAD-BELTLINE ROAD
PACIFIC HIGHWAY (WEST)
Grading & Paving

This project provided for grade, drain, and high-type pavement of four 12' lanes with 10' shoulders and 16' median, illumination at airport road and other incidentals. Railroad protective service as required. Washington

The project was contracted 225 CWD. The contractor used 253. A 28-day extension was granted with no liquidated damages assessed. The project was completed December 11, 1974.

Total cost of the project including anticipated items, contingencies, and engineering was approximately $663,200. There was no significant overruns in the contract. A statement of underruns and overruns is attached to the Division Office copy of this report.

NOTED
H.S. COULTER

RECEIVED
NOV 1975

11-6-75

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner	
TITLE: Area Engineer	DATE: 10-21-75	TITLE: District Engineer	DATE: NOV 05 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

Oregon State

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD ALL — *To be completed by Washington Headquarters Personnel* (2–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Lane	F262(10)	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
A		CONSTRUCTION TYPE CODES		6203/4		DATE STARTED: September 14, 1973
A	20	FINAL CONSTRUCTION COST	DOL.	593,320.25		DATE COMPLETED: December 11, 1974
A	21	LENGTH OF PROJECT	MILES	1.883		TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

B	30	LABOR	TOTAL MAN HOURS 9,455	GROSS EARNINGS 75,221.00

CARD					
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	282,165	
B	9	PETROLEUM PRODUCTS	GAL.	36,115	
B	1	CEMENT	BBL.	7,406	
C	2	AGGREGATES PURCHASED	TON.		
C	92		CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.	370,918	
C	4	LUMBER	THSD BD. FT.	0.4	
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	125	
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.	23	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON	74,943	
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	16,162	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52, 53–61, 62–70)

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	12"	60
	18"	354
	24"	465
	36"	434

CARD J

ITEM		
13	CONCRETE PIPE	

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	

CARD M

ITEM		
26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7939

October 9, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. F-262(10)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7939, Work Completed December 11, 1974

Project Airport Road-Beltline Road

Highway Pacific Highway West

County Lane

Acceptance: Transportation Commission February 24, 1975

Federal Highway Administration December 5, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:md

cc: Dick Nacek
R. D. Church

7939.

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-93		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 4-23-75	COUNTY Lane
MODIFICATION NUMBER 2		PROJECT NUMBER F-262(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 28, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 638,834	$ 673,393
Federal Funds	$ 407,951	$ 434,959
Other revisions		

This modification is made for the following reasons:

To include additional items of work and increase construction engineering to 15%

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of April, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E S Johnston

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

OREGON STATE HIGHWAY DIVISION

Federal Aid
Project No. F-262(10)

Airport Road-Belt Line Road Section
Pacific Highway West In Lane County
Salem, Oregon April 10, 1975

Revised Project Agreement Estimate

Type Code 6203/4
Roadway (Sta. 363+55.79 to Sta. 463+00)

Subtotal on previous estimate of November 26, 1974		$580,758.45
Additional Approved Items:		
P.A. 5 Install Continuous Rail Traffic Barrier	Lump Sum	1,050.00
EWO 4 Construct Islands for Sign Placement	All Required	3,750.69
		$ 4,800.69
	Subtotal	$585,559.14
	15% Engineering	87,833.86
	TOTAL	$673,393.00

Length of Project - 1.883 miles
Cost of Roadway per mile - $357,617.10

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
1973 Funds (63.59%)	$627,039.00	$398,734.00	$228,305.00
1974 Funds (78.15%)	46,354.00	36,225.00	10,129.00
TOTAL	$673,393.00	$434,959.00	$238,434.00

Group 1 - 100%
Prefix 20-1060
Contract No. 7939

7939

STATE COPY

MONTHLY TRANSACTION NUMBER 12-21	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 4	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Lane
MODIFICATION NUMBER 1	(PPM 21-7) 12-3-74	PROJECT NUMBER F-262(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 28, 19 73, is hereby modified as follows:

	Formerly Amount	Revised Amount
Estimated total cost of project	$ 400,721	$ 487,951
Federal Funds	$	$
Other revisions		

This modification is made for the following reasons:
To include additional items of work

All other terms and conditions of the Project Agreement will remain in full force and effect.
This modification is effective as of the 3d day of December, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Kuntz
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. S. Smith
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. F-262(10)

AIRPORT ROAD-BELT LINE ROAD SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, November 26, 1974

Revised Project Agreement Estimate.

Type Code 6203/4
Roadway (Sta. 363+55.79 to Sta. 463+00)

Subtotal on previous estimate of September 20, 1973			$572,348.00
Previous Estimate			
18-inch Culvert Pipe	160 lin.ft.	10.00	$ 1,600.00
24-inch Culvert Pipe	210 lin.ft.	15.00	3,150.00
36-inch Culvert Pipe	360 lin.ft.	20.00	7,200.00
			$ 11,950.00
Revised Estimate			
18-inch Culvert Pipe	24 lin.ft.	10.00	$ 240.00
24-inch Culvert Pipe	0 lin.ft.	15.00	-
36-inch Culvert Pipe	387 lin.ft.	20.00	7,740.00
P.A. No. 1 18-inch Metal Culvert Pipe	330 lin.ft.	8.86	2,923.80
P.A. No. 1 24-inch Metal Culvert Pipe	465 lin.ft.	11.61	5,398.65
P.A. No. 1 36-inch Metal Culvert Pipe	50 lin.ft.	12.66	633.00
P.A. No. 2 Extra for Pipe Under Pavement	125 lin.ft.	13.00	1,625.00
EWO 3 Remove Broken Asphalt Concrete and Base	All Required		1,800.00
			$ 20,360.45
	Net Increase		$ 8,410.45
	Subtotal		$580,758.45
	10% Engr. & Cont.		58,075.55
	Total		$638,834.00

Length of Project - - - - - - - - - - - - 1.883 miles
Cost of Roadway per Mile- - - - - - - - - $339,263.94

Oregon State Highway Division

Federal Aid Project
No. F-262(10)

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
1973 Funds (63.59%)	$627,039.00	$398,734.00	$228,305.00
1974 Funds (78.15%)	11,795.00	9,217.00	2,578.00
Total	$638,834.00	$407,951.00	$230,883.00

Group 1 - 100%

Contract No. 7939

Prefix 20-1060

7939

STATE COPY

5

Form Approved; O.M.B. No. 04-R2069

MONTHLY TRANSACTION NO. 9-65 9-66	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-28-73	COUNTY Lane
		PROJECT NO. F-262(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 0.6 mi. NW of Eugene, NW 1.88 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-15-73	1.88
OTHER (Specify)		

FUNDS Pro-rata 63.59% & 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 629,582	$ 398,734 1,987

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By R. H. Young for E. S. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith for G. L. Green (Division Engineer)

Date executed by Division Engineer September 28, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. F-262(10)

AIRPORT ROAD-BELT LINE ROAD SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, September 20, 1973

Project Agreement Estimate

Type Code 6203/4
Roadway (Sta. 363+55.79 to Sta. 463+00)

Mobilization	All Required		$ 40,000.00
Temporary Protection and Direction of Traffic	All Required		11,000.00
Clearing and Grubbing	All Required		1,500.00
Removal of Structures and Obstructions	All Required		2,800.00
Embankment Foundation Excavation	240 cu.yds.	6.35	1,524.00
Embankment in Place	29,000 cu.yds.	1.08	31,320.00
Trench Excavation	60 cu.yds.	5.00	300.00
Finishing Roadbed & Slopes	All Required		12,100.00
Watering	230 M-gals.	6.00	1,380.00
Granular Backfill	280 cu.yds.	5.40	1,512.00
Plant Mix Aggregate Base	22,000 tons	2.85	62,700.00
Treated Base Mixture	33,000 tons	3.70	122,100.00
Cement in Treated Base Mixture	1,800 tons	35.00	63,000.00
Class "C" Asphalt Concrete Mixture	21,000 tons	6.23	130,830.00
Asphalt Cement in Mixture	1,360 tons	35.00	47,600.00
*Asphalt in Tack Coat	7 tons	100.00	700.00
*12-inch Culvert Pipe	70 lin.ft.	5.00	350.00
*18-inch Culvert Pipe	160 lin.ft.	10.00	1,600.00
*24-inch Culvert Pipe	210 lin.ft.	15.00	3,150.00
36-inch Culvert Pipe	360 lin.ft.	20.00	7,200.00
Extra for Asphalt Approaches	15 only	200.00	3,000.00
24-inch Paved Culvert End Slopes	1 only	100.00	100.00
36-inch Paved Culvert End Slopes	7 only	100.00	700.00
Guide Posts	80 only	14.00	1,120.00
Roadside Seeding and Mulching	2 acres	400.00	800.00
Roadway Illumination Installation Complete	All Required		16,162.00
			$ 564,548.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 4,300.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
Permanent Pavement Striping	All Required	2,500.00
Temporary Erosion Control	All Required	200.00
		$ 7,800.00
	Subtotal	$ 572,348.00
	10% Engineering	57,234.00
	Total	$ 629,582.00

Length - - - - - - - - - - - - - 1.883 Miles

Roadway Cost Per Mile- - - - - $334,350.50

Summary of Funds

	Total Cost	Federal Funds	State Funds
1973 Funds (63.59%)	$627,039.00	$398,734.00	$228,305.00
1974 Funds (78.15%)	2,543.00	1,987.00	556.00
Total	$629,582.00	$400,721.00	$228,861.00

Group 1 - 100%

Contract No. 7939

Prefix: 20-1060

OREGON STATE HIGHWAY DIVISION

CON 5-7939

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 25, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM Irene Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7939, Work Completed December 11, 1974

Project Airport Rd.-Beltline Rd.

Highway Pacific Highway West, County Lane

Type of Work Grading and Paving

Contractor Eugene Sand and Gravel

Recommended Acceptance Date February 24, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 2-26-75

2/27 surety letter written for

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

3-27-75

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
C & B Olson Construction Company No. 7976	Motorist Service Signing Project, Pacific Highway 6 Counties	February 4, 1975
Stillwell-Gerard Construction Company No. 8015	Divide-Comstock, Pacific Highway, Lane and Douglas Counties	February 4, 1975
Cascadian Landscapers, Inc. No. 7951	Dabney State Park, Multnomah County	February 21, 1975
Marion Construction Company, Inc. No. 8020	Silver Creek (Silverton) Bridge, FAS 147, Marion County	February 21, 1975
Ross Bros. Construction, Inc. No. 8067	Jap Hollow Creek, County Rd. No. 129 (Jap Hollow Road) Wasco County	February 21, 1975
Eugene Sand and Gravel No. 7939	Airport Rd.-Beltline Rd. Pacific Highway West Lane County	February 24, 1975
Robert H. O'Hair & O'Hair Construction No. 8042	Odell Butte-The Dalles/ California Highway Klamath County	February 24, 1975
Shur-Way No. 7949	Franklin Blvd. at 11th Ave. (Eugene), Pacific Highway West, Lane County	February 25, 1975
Hannan Bros. Construction, Inc. No. 7795	North Santiam River (Green's) Bridge, FAS 126, Linn & Marion Counties	March 6, 1975
Anderson, Hannan, Rogers & Matich No. 7693	Hubbard Interchange-Woodburn Interchange, Pacific Highway, Marion and Clackamas Counties	March 6, 1975

Douglas S. Coats Construction No. 8056	Tygh Creek and N. Fork Mill Creek Bridges, County Rds. 229 and 509, Wasco County	March 7, 1975
R. L. Coats No. 7995	S. Fork Malheur River-Malheur Caves Road, Steens Highway, Harney County	March 10, 1975
Roy L. Houck Construction Company No. 8069	M.P. 3.6 Slide, FAS 131 Clackamas County	March 10, 1975
Donald W. Thompson, Inc. No. 7994	Sunset Bay State Park Coos County	March 12, 1975
Sunset Crushed Rock Company No. 8044	Fort Stevens State Park Clatsop County	March 12, 1975
Oregon Asphaltic Paving Co. No. 7904	N.E. 166th Ave.-N.E. 190th Ave., FAS 730 Multnomah County	March 14, 1975
John B. Gilliland Construction, Inc. No. 7954	Grande Ronde R. (Hull & Stanley Lanes) Br. FAS 31-112 & 31-114 Union County	March 17, 1975
Douglas S. Coats Construction No. 8036	Foothill Drive, FAS 23-108, Malheur County	March 17, 1975

March 27, 1975

Administrator and State Highway Engineer

7939

March 10, 1975

The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mark S. Richardson
Account Analyst
Surety Department

Gentlemen:

On February 27, 1975, we wrote to you concerning release of final payment on Contract No. 7939 awarded to Eugene Sand and Gravel, Inc., for work on the Airport Road-Beltline Road Section of the Pacific Highway West in Lane County.

Final payment on this contract is $28,317.84 and the total contract amount is $566,353.09 including $12,467.35 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Eugene Sand and Gravel, Inc.
P. O. Box 1067
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7939

January 22, 1975

Eugene Sand & Gravel, Inc.
3000 Delta Highway N.
P.O. Box 1067
Eugene, OR 97401

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7939 for work on Airport Road-Beltline Road of Pacific Highway West in Lane County.

Careful consideration was given to the reason you submitted. In light of the available facts, a complete extension of time is granted because of late work added by Extra Work Order No. 4.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. L. Gallagher
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.

JAB:fr dpy

E-280 (Rev.)—836—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 11, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 264 days, within which to complete our Contract No. 7939, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We request an additional 39 days in order to complete extra work required by Order For Extra Work #4. Construct five islands for safe and effective sign placement.

Respectfully submitted,

Eugene Sand & Gravel, Inc.
Contractor

By William D. Egleston
William D. Egleston

CONSENT OF SURETY

Date December 11, 1974

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact
James F. Darby
CORROON & BLACK

James F. Darby
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7939 Contractor Eugene Sand & Gravel

Highway Pacific Highway West

Section Airport Road - Coburg Road

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend complete time extension of 28 days because of E.W.O. 4. All original contract work was done when time expired, (November 2, 1974).

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7939
Project designation	F 262(10) State-Federal
Date awarded	September 10, 1973
Work started	September 14, 1973
Per cent completed	100% Date Dec. 11, 1974
No. of Workdays Allowed	225
No. of Workdays Used	253
No. of Added Workdays Requested	28

7939

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project F-262(10)
Airport Road-Beltline Road
Contract 7939
Time Extension Request

DATE: January 17, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the 28-day time extension for the subject project as explained and requested in Mr. Coulter's January 14, 1975 memorandum.

G. L. Green

RECEIVED
JAN 21 1975
Office of
Assistant State Highway Engineer

1-21-75
cy Keasey
Gallagher
Shirley

RECEIVED
STATE HWY ENGR
JAN 20 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

TEL
A.L. JOHNS

7939

January 14, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Airport Road-Beltline Road
FAP No. F-262(10)
Contract 7939

The contractor has requested a complete extension of the contract time because of Extra Work Order 4. This is an easily justified request. All original contract work was completed November 2, 1974, when the time expired. The need for some curbed channelization at several wide, skewed intersections was recognized about then. This was covered by Extra Work Order 4, in the amount of $4,500, and all work was done after the contract time expired.

The project was completed December 11 with 28 days of liquidated damages at $150 per day.

Your concurrence is requested in a complete time extension.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. L. Gallagher

JAB:fr ia

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7939

Salem, Oregon
January 13, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Airport Road-Beltline Road
Contract No. 7939
Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith request from Eugene Sand and Gravel for a 39-day extension because of E.W.O. 4. This is an easily justified request. All original contract work was done when the time expired November 2, 1974. The need for some curbed channelization at several wide, skewed intersections was recognized about then. This was covered by E.W.O. 4 in the amount of $4,500 and all the work on it was done after contract time expired.

The project was completed December 11 with 28 days liquidated damages at $150 per day.

We concur in a complete time extension. This was a primary federal-aid project. Rough draft letters to FHWA and contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 14 1975
Office of
Assistant State Highway Engineer

7939

REPORT NO. 68

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: AIRPORT ROAD - BELTLINE ROAD		WEEK ENDING: JANUARY 11, 1975
		SECTION PREFIX: 20-1060
HIGHWAY: PACIFIC HIGHWAY WEST		COUNTY: LANE
NAME OF JOB: AIRPORT ROAD - BELTLINE ROAD	KIND OF WORK: GRADING & PAVING	
CONTRACTOR: EUGENE SAND & GRAVEL	CONTRACT NUMBER: 7939	FEDERAL AID PROJECT NUMBER: F262(10)
DATE OF CONTRACT: SEPTEMBER 19,1973	DATE WORK STARTED: SEPTEMBER 14,1973	ESTIMATED COMPLETION DATE: PROJECT COMPLETED
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 225	CALENDAR DAYS USED 253
PROJECT AUTHORIZATION: $ 649614.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 112.4%
EXCLUSIVE OF ENGINEERING: $ 598103.66	ENGINEERING AUTHORIZATION $ 51511.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.8%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ** 594618.00	ENGINEERING COST TO DATE $ 63255.40	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.3%
ESTIMATED PERCENT: [redacted] UNDERRUN 0.6 %	PERCENT OF AUTHORIZATION 122.8 %	DATE PROJECT WAS COMPLETED: DECEMBER 11,1974

**This amount does not reflect liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.88	1.88			1.88
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	1.88	1.88			1.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29580 CY	56800 TONS			22367 TONS
TOTAL QUANTITIES CORRECTED TO DATE	33469 CY	54371 TONS			20485 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	33469 CY	54371 TONS			20485 TONS
AVERAGE DAILY QUANTITIES	0 CY	0 TONS			0 TONS
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO. XXXXXXX	ILLUMINATION							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	RAIN			
TUESDAY	RAIN			
WEDNESDAY	RAIN			
THURSDAY	SNOW			
FRIDAY	RAIN			
SATURDAY				

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Scofield, Glenn, Berg

RECEIVED
JAN 13 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	Airport Road-Beltline Road-for week of January 5 thru 11, 1975.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: State forces unable to complete signing due to lack of equipment.
All contract work on project completed.

Next week: State forces to complete signing.

Semi-Final to be submitted January 16, 1975.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7939

CON-5-7939

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM Bruce Gallagher
C. T. Keasey
Construction Engineer

Federal-aid Project
No. F-262(10)

SUBJECT Request Contract Acceptance

Contract 7939, Work Completed December 11, 1974

Project Airport Rd. - Beltline Rd.

Highway Pacific Highway West

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 5, 1974

RECEIVED
STATE HWY ENGR
FEB 12 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

G. K. Hoover for
G. L. Green
Division Engineer

RECEIVED
FEB 12 1975
Office of
Assistant State Highway Engineer

VG:wm

cc: F. B. Klaboe
C. T. Keasey

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lane	Oregon

IN COMPANY WITH

Ellis Jones, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-5-74	T. P. Lowe, Area Engineer	F-262(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	9	

COPY SENT

FEB 18 1975

Washington

AIRPORT ROAD-BELTLINE ROAD
PACIFIC HIGHWAY (WEST)
Grading and Paving

Scope of Inspection:

A brief windshield observation was made of the completed work.

Findings and Recommendations:

The contract work was completed. The State is processing a price agreement for extra work to construct five islands at approaches for sign placement.

Contract work was completed within the specified time. A time extension will be granted to perform the extra work mentioned above.

The Resident Engineer said the project has been constructed in substantial conformance with the contract requirements. Therefore, based on the process review concept, I recommend acceptance of the project.

FORWD H.S. COULTER

RECEIVED

FEB 13 1975

Office of
Assistant State Highway Engineer

2-13-75
cy Court

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7939 12-74

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Airport Rd.-Beltline Rd. Contract No. 7939

Highway Pacific Highway West Prefix No. 20-1060

County Lane F. A. No. F262(10)

Final inspection made on 12-5-74 (date) by J. X. WILSON

in company with Tom Lowe, FHWA, and Ellis Jones

CHECK LIST

Date		Date	
12-11-74	Construction signs removed.	Not Closed	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.		Division materials certification submitted.
12-11-74	Contractor removed equipment from project.		
11-1-74	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Very well constructed project. Drainage has been adequately taken care of and paving appears excellent. Minor amount of signing and striping by State forces remains to be done. We are concerned about induced hazards in crossing extra width at Enid Sta. Rd., Airport Rd., Alvadore Rd. and Theona Dr. We will monitor for problems and make necessary recommendations for correction if necessary.

All contract work on this project has been completed and recommendation is made for acceptance on 12-11-74 (date). The semi-final estimate will be submitted about 1-9-75 (date).

RECEIVED
DEC 30 1974
Office of
Assistant State Highway Engineer

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer ✓
Resident Engineer
District Maintenance Supt.
Traffic Engineer

NOTED
H.S. COULTER

J. X. Wilson (signed) Reg. Const. Engr. (title)

Form E-208--5M

7939

1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name ..... Airport Road-Beltline Road ..... Date November 8 ..... 19 74

Highway ..... Pacific Highway West ..... Contract No. 7939

County ..... Lane ..... Prefix 20-1060

Contractor ..... Eugene Sand and Gravel ..... F. A. Project No. F262(10)

Address ..... P.O. Box 1067, Eugene, Oregon 97401 ..... Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct 5 islands for safe and effective sign placement.

Location by station numbers: 382+80 Rt.,384+50 Lt., 399+20 Rt., 443+80 Rt., 445+30 Lt.

Estimate of quantities and cost:

Labor + 20%	$2400.00
Materials + 15%	1000.00
Equipment + 15%	1100.00
(See attached estimate of costs) Total:	$4500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The need for safe and effective sign placement became apparent when State Forces began placing pormanent signs.

Work has not started

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 649,614.98
Present estimate of project cost, including $ 4500.00 for work under this order	$ 638,840.50
Expected under-run amount	$ 10,774.48
Expected under-run per cent	1.7%

Space to right of this line is for use of Salem Office

Submitted by: .....
Resident Engineer

Approval Recommended: .....
Construction Engineer

Approval Recommended: .....
Division Engineer

Approved .....
Deputy and Assistant State Highway Engineer

State Printing

7939

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 10, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

The following listed projects indicate excessive engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7867	Cape Arago Hwy.-Woodland Drive	90	70
7939	Airport Rd.-Beltline Rd.	78	60
7994	Sunset Bay State Park	125	65

Please review the prosecution of these projects and take any appropriate action to hold engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

#7939

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 19, 1973

Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

Mr. Thomas Kornelis
Chief, Branch of Land

Transmission Line Conflict
Airport Rd.-Beltline Rd. Sec.
Pacific Highway West
Lane County
Project No. F-262(10)

Dear Sir:

Reference is made to our letter of September 20, 1973, which requested the shortening of the guy to the "B" pole of the double pole structure #37/6 on your Albany-Eugene transmission line.

In order to facilitate the removal of the conflict with your facilities, the State hereby authorizes BPA to proceed with the adjustment or removal of the conflicting guy. The State also confirms that they will reimburse BPA for the cost of the relocation or removal of the guy, which is estimated to be less than $500.

Please submit a cost estimate for the above-described work at your earliest convenience. Your cooperation in expediting the required adjustment is greatly appreciated.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: H. S. Coulter
A. J. Shirley, Jr.
H. E. Mayfield
M. G. Havig

NOTED
H.S. COULTER

7939

October 3, 1973

Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7939 for work on the Airport Road-Beltline Road Section of the Pacific Highway West in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

bs
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06106

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Harley Mayfield

7939

bc C. [illegible] Keasey
Walt Hart
L. H. Young
Attn : Vince Gallagher
Don Trout
Alfred Shirley
Harley Mayfield
William Geibel (SAIF)

September 20, 1973

Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, Oregon 97401

Gentlemen:

The Oregon Transportation Commission on September 19, 1973, accepted your proposal for work on the Airport Road-Beltline Road Section of the Pacific Highway West in Lane County in the amount of $564,548 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7939.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . .the number of trainees to be trained in each selected classification . . . . " before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar workday count on this contract will begin October 2, 1973.

Very truly yours,

G. W. Read, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7936

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 20, 1973

Mr. Thomas Kornelis
Bonneville Power Administration
P. O. Box 3621
Portland, OR 97208

Transmission Line Conflict
Airport Road-Belt Line Rd. Sect.
Pacific Highway West
Lane County
Project No.: F-262(10)

Dear Mr. Kornelis:

Bids were received by the Oregon State Transportation Commission on the above titled highway project on September 6, 1973. The northerly guy to the "B" pole of double pole structure 37/6 on your Albany-Eugene Transmission Line conflicts with the construction requirements of the subject project and must be shortened 5'-6'. A set of construction plans for the project are enclosed.

The conflicting facilities are located on Burlington Northern right of way, therefore, the cost of adjustment is reimbursable. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated June 29, 1973 and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Martin G. Havig at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. H. E. MAYFIELD, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

NOTED
H.S.COULTER

Further information concerning construction details may be secured from Mr. Mayfield. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Havig.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enclosures

cc: W. S. Coulter
J. H. Versteeg
V. E. Skoog
R. P. Hamilton
A. J. Shirley, Jr.
H. E. Mayfield
M. G. Havig

RECEIVED
SEP 21 1973
Office of
Assistant State Highway Engineer

7939

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 7, 1973

To: J. H. Versteeg
Road Design Engineer
S A L E M

Attention Frank Terpin

SUBJECT: Belt Line Rd.-Airport Rd. Sec.
Pacific Highway West
Lane County

As I indicated to you by phone, we in Region 3 and also the Construction Office feel that appropriate plan and quantity changes should be made on the above section to reflect the revised typical roadway section we are in agreement on. The new typical would show a standard 0.02 ft./ft. crown and a variable surfacing thickness over the existing roadway.

It is our opinion that if we do not show the actual section to be constructed, we will probably be in line for a claim from the contractor. Also, the additional quantities of surfacing materials will make a large dent in the job contingency money and not leave room for much in the way of unanticipated items.

I would appreciate your reconsideration of putting up the unrevised plans and specs. for advertisement.

J. X. Wilson

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc H. S. Coulter
E. S. Hunter
C. T. Keasey
H. E. Mayfield

RECEIVED
AUG 8 1973
Office of
Assistant State Highway Engineer

7939

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-17-73

FEDERAL AID PROJECT NO.
F-262(10)

STATE PROJECT NO.
AIRPORT ROAD - BELT LINE ROAD SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-537

COUNTY NAME
LANE

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
Dennis
FOR
Info | Chves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	PRIMARY ROUTE #3

STATE ROUTE NUMBER
PACIFIC WEST - HIGHWAY 1W

GENERAL LOCATION:
CITY OF EUGENE

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $4,300.00; ON THE JOB TRAINING $800.00; PERMANENT PAVEMENT STRIPING $2,500.00 AND TEMPORARY EROSION CONTROL $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION CONTRACTOR'S FLAGGING $4,300
ON THE JOB TRAINING $800.00

[X] OTHER (Specify) PERMANENT PAVEMENT STRIPING $2,500.00
TEMPORARY EROSION CONTROL $200.00

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON
5-22-73
Copy young

NOTED
E. S. HUNTER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-17-73	Steven W. Crook	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7939

FORM H-20-X 1-68T

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1973

SUBJECT: Airport Road-Belt Line Road Section
Pacific Highway West
Lane County

To:
Mr. Victor D. Wolfe
Location Engineer

I have reviewed the subject highway reconstruction project to determine if a footpath/bikeway facility should be included in the design. In viewing the area, which is located entirely in an industrial zone, I could see no justification or indication that a bikeway along this project would be needed or receive any usage.

I would cite paragraphs 2(b) and 2 (c) of ORS Chapter 376 as being reasonable justification for eliminating the necessity for a footpath/bicycle facility in the project. The cost would be disproportionate to need or probable use and other parallel or desirable routes are available.

To the east of this project an established bikeway has been constructed along the Junction City-Eugene Highway (River Road) and would serve as the bikeway alternate. This is shown on the attached preliminary statewide bicycle route plan. A preliminary bikeway plan prepared by the City of Eugene does not show a bikeway incorporated along any section of the subject highway. Their proposed routing follows city streets as shown on the attached map.

NOTED
E. S. HUNTER

James D. McClure
Bicycle Route Engineer

JDM:jp
Attach
cc: E.S. Hunter
J.H. Versteeg
Alfred Shirley

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SCALE

1 Quadrangle = 1 Mile

Project Loc.

Airport Rd - Belt Line Rd. Loc.

Exist. River Rd Bikeway

Future Bikeway

Proposed Future City Bikeways

SANTA CLARA

DANEBO

ELMIRA

BELT LINE

PACIFIC HWY

SOUTHERN PACIFIC CO

RAIL ROAD

AIRPORT RD

PRAIRIE RD

IRVING RD

MAXWELL RD

ROOSEVELT

BETHEL

DIVISION

GOODPASTURE

HIGHWAY

MAPLETON

EUGENE

HWY

TRANSACTION NUMBER 5-30

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-9-73

BY (Signature): MR. YOUNG'S APRIL 24, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 537 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
537	F-262(10)	1.88	500,000	317,800	AIRPORT ROAD-BELT LINE ROAD SECTION LANE COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND ILLUMINATION.

OTHER IDENTIFICATION AND/OR REMARKS (State)

5-9-73

RECEIVED
STATE HWY ENGR
MAY 10 '73
REFER TO
Hunter
FOR
Insp | Fitness | R/D | D/R | Size | Act | File

NOTED
E. S. HUNTER

RECEIVED
MAY 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

5-11-73
Copy young

NOTED
A. E. JOHNSON

7939

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-9-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 935-690

FORM PR-45
(Rev. 8-71)

7939

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 30, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Keep!

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Airport Road - Beltline Road Section
Pacific Highway 1-W (ORE 99)
Lane County

This negative declaration is submitted in request for approval of the above project on Federal Aid Primary Route 3.

LOCATION AND DESCRIPTION OF PROJECT

The specific locale of the proposed work lies between engineers' station 363+56.36, approximately 2,000 feet north of Airport Road, and engineers' station 463+00.00, at the northerly end of an existing four-lane section originating in Eugene. The project area is approximately 1.9 miles in length. Beltline Road overcrossing structure is southerly of and adjacent to the south end of the subject section.

Until the construction of Interstate Highway 5 (I-5), which passes easterly of Eugene, the Pacific Highway (formerly US 99) was the principal north-south road through this portion of the Willamette Valley. It forked into a broadly-spaced pair of primary roads, US 99W and US 99E, at Junction City, about 17 miles north of Eugene. Much of the west route remains in its original location through Corvallis, McMinnville, and Portland. Traffic service on the east route, however, has largely been replaced by I-5. The remaining portions of both US routes have been adopted as State primary highways and renumbered "ORE 99," with the west route having been extended on south into Eugene from Junction City. Pacific Highway is one of the main regional routes in the community and is the principal access to Eugene from the northwest.

The project plans call for widening the existing two-lane roadway to four lanes with a sixteen-foot median for left-turn movements. All of the present road junctions and private accesses will be restored to comparable or better condition. The drainage systems will be extended in place to existing facilities under the roadway. An existing slab structure over a shallow drain channel about 600 feet south of Airport Road will be replaced with three thirty-six-inch corrugated metal pipes 98 feet long. All of the drainage is local; there are no live streams in the project area.

The roadbed design features four twelve-foot travel lanes, a sixteen-foot median, and ten-foot paved shoulders supported by a rock base. The required rock material will be obtained from a commercial source and the fill material will be provided by the contractor. To avoid encroachment on the Oregon Electric Railway property which borders the highway right-of-way along the east side, it will be necessary to construct most of the new roadway on the opposite or westerly side of the present two lanes.

All of the construction will be contained within existing highway right-of-way limits.

On July 28, 1970, the Executive Department gave approval to the project after notice of request for federal funds was given in accordance with the A-95 Clearinghouse review process. The letter of approval is reproduced with this statement of impact.

EXISTING ENVIRONMENTAL SETTING

The immediate vicinity of the project is distinguished by prairie-like flatlands characteristic of much of the upper Willamette Valley floor. The soil on which the roadbed lies is a poorly-drained, dense clay. Evidence of the lack of permeability can be found in the numerous natural and manmade ponds adjacent to the roadway. Drainage

channels are shallow and not extensive. Water tends to stand in the ditches and other depressions until evaporated. Hence, very little woody vegetation exists and the natural ground cover consists mainly of grasses, sedges, tules, and thin stands of briars.

The economic community is strongly represented by the many large industrial plants along the east side of the highway. They are associated primarily with the lumber and construction enterprises which, along with agriculture, form the main economic base of the region. West of the highway behind an intermittent fringe of small commercial businesses lies a broad agricultural section given to the production of sheep and other livestock, grass seed, and row crops.

The permanent human population is of very low density, but daily employment is relatively high in the industrial group.

The Oregon Electric Railway parallels the highway, but there are no westerly spurs crossing the highway in the project area.

Public utilities in the right-of-way consist of power, water, gas and telephone lines.

PURPOSE OF PROJECT

This project is the type of highway improvement that develops out of the normal transportation planning for a constantly expanding urban community. As the community grows, the traffic increases. Eventually, traffic will overload a highway system with operational capacity unequal to traffic demand. This is particularly true of arterial routes, because they generally do not have a closely paralleling street or road that can accommodate the current overflow or the projected future growth.

In the case of the subject section, the need for improvement is accelerated not only by normal urban growth, but also by the truck movements associated with the industrial complex. The volume of trucks is calculated to be 8.5% of the present ADT volume of 10,400 vehicles. Adding to the conflicts between through traffic and trucks turning in and out of the industrial district is the growing vehicular traffic connected with the Mahlon Sweet Air Field off Airport Road, about one mile westerly of the northerly extension of this project. This traffic, according to the airport Master Plan,[1] is destined to increase from a present ADT of 1,900 to around 7,500 ADT by the year 1990.

[1]Arnold Thompson Associates, Inc., Wilber Smith Associates, Master Plan for Mahlon Sweet Field (Sept., 1972)

A regional zoning plan calls for a reduction of the area now zoned industrial at some point beyond the presently developed area. This zone change, coupled with an attempt to restrict further encroachment by commercial development along the westerly edge of the highway in the project area, would tend to forestall the proliferation of additional accesses.

The Eugene-Springfield Metropolitan area General Plan for 1970-1990 discourages any extensive urban services and resultant urbanization of the undeveloped areas between the city of Eugene and the airport. However, the Plan does promote the improvement of transportation facilities, and this project is an improvement recommended in the Plan.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The fact that the four-lane right-of-way for this project was acquired in 1935 and 1936 points out not only the value of advance planning, but also results in almost no adverse impacts on adjoining properties.

Aside from the temporary inconvenience during construction, very little disruption of normal usage will occur. As previously mentioned, the new work will be to one side of the existing roadway, thus permitting traffic to continue in a relatively undisturbed manner until the two new lanes are readied.

Approximately six acres of existing right-of-way will be utilized for road construction. This area supports a limited population of small animals and birds. Very little roadside environment is suitable game habitat because of the continuous exposure to road-kill danger. The loss of this area as habitat therefore is not crucial for animal populations.

Effects on native vegetation will very likely go unnoticed, since most of the vegetation growth is composed of weed species which will have no difficulty reestablishing on any adjacent disturbed soil areas. The principal value of this vegetation is in erosion control for ditch banks and drainage flow channels, but at the same time, these weed species are considered detrimental to the management of seed crops on adjacent fields. Any reseeding done as a result of highway construction is done with a specified mix of lawn and pasture seed which, when established, greatly retards growth.

BASIS FOR NEGATIVE DECLARATION

A review of the preceding data and impact analysis suggests that the project does not cause any severe environmental effects either during or after construction. It is to be noted that no private land shall be acquired, and therefore no persons will be displaced or businesses disrupted. The project will not in itself generate any additional traffic or create any additional noise or adverse air quality. Because of the wider

roadway with additional lanes, traffic flow will be improved and the potential for accidents reduced. The effects on the natural environment are minimal and the project is in accordance with long-range land use planning for the community.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the natural or social environment.

Endorsement to Oregon State Highway Division

Concur Harris W. Cockerham Date MAY 9 1973
for Division Engineer

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
Frank Hall
L. H. Young
H. S. Cox

LH:pr

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

July 28, 1970

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

AIRPORT ROAD - BELT LINE ROAD SECTION

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal as one worthy of unqualified support.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

7939

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 24, 1973

TO G. L. Green, Division Engineer
~~Bureau of Public Roads Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project F-262(10)

We are submitting program data for one primary project, Item No. 537, Project No. P-262(10), "Airport Road--Belt Line Road Section", which we desire to have included in the Federal-aid Primary Highway Program.

It is our present intention to receive bids for this project on May 24, 1973.

Environmental requirements of PPM 90-1 submitted as a separate action.

One copy each of State and District 5 Clearinghouse letters of approval dated July 28, 1970 and July 27, 1970, respectively, were previously submitted as part of the supporting data accompanying our request for location/design approval.

Enc.
JG:pr

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 6-01)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-23-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99 0.6 Mi. N.W. of Eugene, N.W. 1.88 Mi.	ADT	10,500	15,700	93	10	Oregon	35	012	537

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
T. Pave, Illum.								F-	262	(10)	

FUNDS: Primary

A: Eugene

COUNTY NAME: Lane — CODE: 039

ROUTE NO. P: 3 — FEDERAL-AID — STATE: 1W — U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99 0.6 Mi. NW of Eugene, NW 1.88 Mi.						Gr., dr., H.T. pave 4-12' lanes with 10' shldrs. & 16' median, illum. RR protective service as required.
ROW								
CONST (CODE)		"Airport Rd. - Belt Line Rd. Sec."	1.88	500,000	317,800	182,200		ROW - 75' normal; Access control-partial: Parking restrictions-none.
		PROJECT TOTALS	1.88	500,000	317,800	182,200		

ESTIMATED PROJECT COST BY PHASES

RED BY

M APPROVAL DATES

REMARKS

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-23-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 55		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME	ST CO (2
	1	SR 99 0.6 Mi. N.W. of Eugene, N.W. 1.88 Mi.	ADT	10,500	15,700	93	10	Oregon	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23		NUMBER 7	SEQ (
	Gr., Dr., H.T. Pave, Illum.								F-		262	

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME	CODE (14)(16)
	Primary		Lane	039
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID (32)	STATE (36)(37) / U.S. (41)
	Eugene		3	1W

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		SR 99 0.6 Mi. NW of Eugene, NW 1.88 Mi.					
5					ROW							
5					CONST (CODE)		"Airport Rd. - Belt Line Rd. Sec."	1.88	500,000	317,800	182,200	
							PROJECT TOTALS	1.88	500,000	317,800	182,200	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33) REMARKS

Gr.
4-1
shl
ill
ser

RO
Ac
Pa

US

AIRPORT ROAD - BELT LINE ROAD SECTION

PROJECT NO. F-262(10)

Facilities:

Roadway - - - - 2-12' lanes high-type pavement with 6' shoulders.
Structure - - - Pile trestle composite spans, L. 63', H.C. 26', 3'-6" walk each side (Br. No. 2229-E)

Facilities:

Northerly End - - - - 2-12' lanes high-type pavement with 6' shoulders
Southerly End - - - - 4-12' lanes high-type pavement with 2' shoulders and a 16' median.

ata: The work consists of grade, drain and high-type pave
es with 10' shoulders and a 16' median, illumination at
oad (also possibly other public roads) and other incidental
n to this type of project. Railroad protective service
ed.

) Roadway type code 6203/4. Contractor given option of
uminous cement or portland cement admixture in the plant
ed base.

necessary landscaping of this section will be done under
e project or projects in the future as "stage construction".
rements of PPM 20-8, PPM 90-1, and IM 50-1-70 have been
with for this section of highway, which actions include all
nts necessary to complete this section ~~to Interstate stan-~~
e., such as the landscaping mentioned above which will be
ed later under a separate project or projects.

(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved. NOTE: Mahlon Sweet Municipal Airport lies approximately 1 mile westerly of the northerly end of the project. The runways are oriented such that the proposed work will not cause any conflict.

Environmental Requirements of PPM 90-1: Submitted as a separate action.

Clearinghouse Approval: State and District 5 Clearinghouse letters of approval dated July 28, 1970 and July 27, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted by FHWA under memorandum dated January 22, 1971.

Requirements of IM 20-4-72: The seven items set forth in paragraph 4b that are applicable to the proposed project are covered in the "Environmental Statement" and the "Location/Design Study Report".

AIRPORT ROAD - BELT LINE ROAD SECTION

PROJECT NO. F-262(10)

Existing Facilities:

Roadway - - - - 2-12' lanes high-type pavement with 6' shoulders.

Structure - - - Pile trestle composite spans, L. 63', H.C. 26', 3'-6" walk each side (Br. No. 2229-E)

Adjacent Facilities:

Northerly End - - - - 2-12' lanes high-type pavement with 6' shoulders

Southerly End - - - - 4-12' lanes high-type pavement with 2' shoulders and a 16' median.

Project Data: The work consists of grade, drain and high-type pave 4-12' lanes with 10' shoulders and a 16' median, illumination at Airport Road (also possibly other public roads) and other incidental work common to this type of project. Railroad protective service as required.

NOTE: (1) Roadway type code 6203/4. Contractor given option of using bituminous cement or portland cement admixture in the plant mix treated base.

(2) The necessary landscaping of this section will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 have been complied with for this section of highway, which actions include all the elements necessary to complete this section ~~to Interstate standards~~, i.e., such as the landscaping mentioned above which will be accomplished later under a separate project or projects.

(3) On-the-job trainees, as set forth in FHWA order inter on this project will be determined at PS & E stage and the stipulated in the PS & E documents.

System Action, Airports, Water Developments, Historical an Recreational Areas: None involved. NOTE: Mahlon Sweet M Airport lies approximately 1 mile westerly of the northerl the project. The runways are oriented such that the propo will not cause any conflict.

Environmental Requirements of PPM 90-1: Submitted as a se

Clearinghouse Approval: State and District 5 Clearinghous approval dated July 28, 1970 and July 27, 1970, respective

Public Hearings: None required under provisions of paragr PPM 20-8.

Location/Design Approval: Granted by FHWA under memorandu January 22, 1971.

Requirements of IM 20-4-72: The seven items set forth in that are applicable to the proposed project are covered i mental Statement" and the "Location/Design Study Report".

7989

15

April 23, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Primary project.

Item No.	Project No.	Section Name & FHWA No.
537	F-262(10)	Airport Rd.-Belt Line Rd.

NOTE: Enclosed is a copy of the State Clearinghouse reply of July 28, 1970.

Enc.
JG:pr
cc: R. N. Chase
B. L. Gifford

7939

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Airport Rd. - Belt Line Rd.
Highway: Pacific West (FAR 3)
County: Lane
Prefix: 20-1439

Res. Engr.
Approx. Length 1.48± miles
Sta. 385± to Sta. 463±
Date April 12, 1973

Mean Truck A.D.T. 1200
Traffic Coefficient 10.2
18 kip s. a. per day 373.6

Annual Precipitation 42"± (Eugene)
Frost Penetration - - -
CBE Total Requirement 33.5"

(1)

Typical Soil

35 LL
11 PI
65 %P 10
42 %P 200
35 % Gravel
7 % C Sand
15 % F Sand
25 % Silt
17 % Clay
8 R Value
A-6 AASHO Classif.

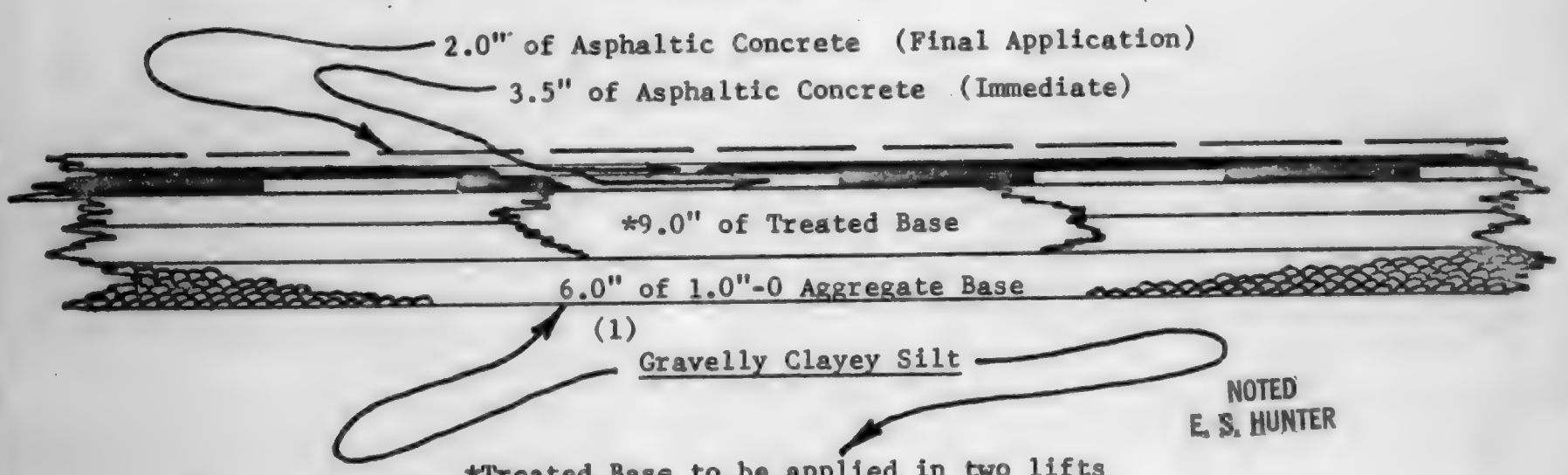
Materials Source:

Commercial Sources are available.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
7.0	3.5	A.C. (I.)
16.0	9.0	T.B.
6.0	6.0	A.B.
33.0	20.5	

STRUCTURAL SECTION

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
*9.0" of Treated Base
6.0" of 1.0"-0 Aggregate Base
(1)
Gravelly Clayey Silt

NOTED
E. S. HUNTER

*Treated Base to be applied in two lifts of 5.0" and 4.0".

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Airport Rd. - Belt Line Rd.
Highway: Pacific West (FAR 3)
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Approx. Length 1.48± miles
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CBE Total Requirement 33.5"

(1)

Typical Soil

	LL
	PI
S E E	%P 10
	%P 200
	% Gravel
P A G E	% C Sand
	% F Sand
	% Silt
1	% Clay
	R Value
	AASHO Classif.

Materials Source:

Credit	*Actual Thick.*	*Component*
	2.0"	A.C. (F.A.)
	3.5"	A.C. (I.)
	See Structural Section	

STRUCTURAL SECTION
"EXISTING ROADWAY" (Where Utilized)

2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
with extra allowance for leveling.

IN PLACE - 22'± Width

8.0" P.C.C.
4.0" Base

(1)
Gravelly Clayey Silt

See remarks on Page 3.

Submitted by E. F. Gregg
Base Design Engineer

Recommended by
Asst. Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by E S Johnston
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: Airport Rd.-Belt Line Rd.

HIGHWAY: Pacific West (FAR 3)

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Treated Base	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	5.0"	---	14.0"	31.0"	23.0"
8.0 - 9.0	3.5"	4.0"	---	13.5"	27.5"	21.0"
7.0 - 8.0	3.5"	4.0"	---	10.5"	24.5"	18.0"
6.0 - 7.0	3.0"	---	---	15.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.9 and a C.B.E. Requirement of 29.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Airport Road-Belt Line Road

HIGHWAY: Pacific West (FAR 3)

COUNTY: Lane County

10,500 Present ADT (19 73)

9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	440	1.5	660	550	450	247,500
3	220	1.5	330	275	1000	275,000
4	20	1.5	30	25	1250	31,250
5	280	1.5	420	350	3180	1,113,000
6	0	---	---	---	2570	- - - - -
				1200	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,666,750

TWENTY YEAR EWL 33,335,000

TRAFFIC COEFFICIENT 10.2

SECTION: Airport Rd. - Belt Line Rd

HIGHWAY: Pacific West (FAR 3)

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., or Oil
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: See remarks.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

The proposed project is to widen an existing facility. A 22-foot width of P.C.C. will be incorporated into the new work with the addition of an overlay. Asphaltic Concrete is more desirable for this type construction.

7939

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 11, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Project Finance Approval**
Airport Road-Belt Line Road
Pacific Highway West, Lane County

The survey on the subject section has been completed. This section is a continuation of improvement to Pacific Highway West in Eugene, and runs 1.52 miles northerly of the Belt Line Road-Prairie Road Section completed in 1964.

The proposed project, adopted in 1971 on Program XIIA, has received notice of intent review and design approval from the Federal Highway Administration. Rights-of-way are not required.

Design for this improvement calls for a four-lane section, consisting of two 24-foot travel ways, a 16-foot median and 10-foot shoulders. The total estimated cost for construction is $800,000.

I recommend this project for an early letting and request your authority to proceed in that direction, utilizing Federal-aid funds.

This matter will be on the agenda for your consideration at the April 17 meeting.

cc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog
Alfred Shirley
Ben Gifford
Gary Sund

BLG:dg ja

.7940 Pleasant Valley-Green Timber 1973
. Rd. Sec. on Oregon Coast Hwy.
. (Grading and paving) #2

GOVERNMENT PRINTING OFFICE: 1974 — 732 • 828

STATE

B2
B 1-10-77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

Baker Accts

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Tillamook	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-10-77	P. V. Riedl, Area Engineer		F-137(7)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-14-74	6-27-75	61 %	525 Cal.work days
APPROVED EXTENSIONS	**LOCATION**		
none	U.S. 101 approx. 6 miles south of Tillamook		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PLEASANT VALLEY-GREEN TIMBER ROAD
OREGON COAST HWY.
Grading and Paving

RECEIVED JAN 14 1977 Washington

The project is located on the Oregon Coast Highway (U S 101) in Tillamook County approximately 6.4 miles southerly of Tillamook, Oregon. The work consisted of grading and draining of two 12 foot lanes of asphalt concrete pavement with 10 foot shoulders, construction of an eight foot bicycle path, and a portable loadometer site.

The project was completed on 11-14-74. The contractor used 315 of the 525 days to complete the project.

The materials incorporated into the project are in substantial conformance with the project specifications- However, there has been a deficiency in the Index of Retained Strength of the class "B" asphaltic concrete mix. A penalty has been assessed the contractor for this and for an out of specification gradation of the asphalt mix.

The final contract amount was $1,488,900 + which is an approximate 3.0% overrun.

RECEIVED STATE HWY ENGR JAN 17 '77 REFER TO FOR File Act Sign D/R R/D Invest

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE	G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE	Area Engineer	DATE 1-13-77	TITLE	District Engineer	DATE 1-13-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7920

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

4-8-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Tillamook	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4/8/76	P.V. RieM, Area Engr	F-137(6)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
February 1974	--	— %	—

APPROVED EXTENSIONS	LOCATION
—	US 101 Pleasant Valley south 3.0 mile

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION
OREGON COAST HIGHWAY 101
Adjustment of Utilities

APR 13 1976

The work consisted in the relocation of the Pleasant Valley Water Company and the Tillamook Public Utility District through the proposed road construction project from Sta 277+50 to Sta 431+17.31 on the Oregon Coast Highway 101 approximately 6 miles south of Tillamook, Oregon. Washington

The relocation work was completed in February 1974 ahead of the highway construction work with no delay to the project.

Final costs of the work was $43,133.40 which included $18,045.54 to the Pleasant Valley Water Company; $23,854.86 to the Tillamook Public Utility District and $1,233.00 for engineering.

RECEIVED
APR 13 1976
State of

4-15-76
cy Const.

INFO
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner	
TITLE: Area Engineer	DATE: 4/12/76	TITLE: District Engineer	DATE: 4/13/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

December 26, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. F-137(7)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7940, Work Completed November 14, 1974

Project Pleasant Valley-Green Timber Blvd.

Highway Oregon Coast

County Tillamook

Acceptance: Transportation Commission June 27, 1975

" Federal Highway Administration November 14, 1974

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns & Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacak
R. D. Church

7940

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 6, 1975

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: Babler Bros. Inc.
Contract 7940

Our contract 7940 has been finaled with the contractor, Babler Bros., Inc. Therefore, TCD 14-183282, $10,000, is no longer needed as a deposit in lieu of retainage and may be released to the contractor. Please cancel Safekeeping Receipt 1531.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Babler Bros., Inc.

bc: C. W. Head R. Church
J. Bond C. Barrett

NOTED
C. W. HEAD

Form 81-734-3122

7940

Pleasant Valley - 9
Green Timber Rd

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

August 5, 1975

Verstaeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG - 6 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No.	66
Permit No.	1088
Expiration date	10-1-75
Please return by	8-15-75
Fee	$50

_____ Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

DLT I do not wish to renew this permit.

7-30-75

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Ausland Construction Company No. 7932	Manzanita Safety Rest Area, Pacific Highway, Josephine County	June 20, 1975
Coral Corporation No. 8000	Motorist Service Signing, Columbia River and Old Oregon Trail, 6 Counties	June 24, 1975
Oceanlake Paving Co. No. 8117	Oregon Coast Highway at 23rd Drive (Lincoln City) Oregon Coast Highway, Lincoln County	June 27, 1975
Babler Bros., Inc. No. 7940	Pleasant Valley-Green Timber Road, Oregon Coast Highway, Tillamook County	June 27, 1975
Ross Bros. Construction, Inc. No. 8065	Oak Knoll Bikeway U-Xing, Willamina-Salem Highway Polk County	July 3, 1975
Columbia West Materials & Constructors, Inc. No. 8130	Columbia River Highway at Brownsmead Road, Lower Columbia River Highway, Clatsop County	July 8, 1975
Hamilton Construction Company No. 8088	Rogue River (Gold Beach) Bridge, Oregon Coast Highway, Curry County	July 11, 1975
Elte, Inc. No. 8073	Pudding River Bridge, FAS 117 (Arndt Road), Clackamas and Marion Counties	July 15, 1975
L. K. Comstock & Co., Inc. No. 8070	New Lyon St. at 9th Ave. (Albany), Albany-Corvallis Highway, Linn County	July 17, 1975

Hannan Bros. Construction, Inc. No. 8128	Taft Cemetery (Lincoln City) Oregon Coast Highway Lincoln County	July 17, 1975
Hansen Electric Co. No. 8078	Rogue Valley Highway at Medco Access (Medford) Rogue Valley Highway, Jackson County	July 17, 1975

July 30, 1975

Administrator and State Highway Engineer

7940

R

July 14, 1973

The Travelers Indemnity Company
Surety Department
707 SW Washington Street
Portland, OR 97205

Gentlemen:

On July 2, 1973, we wrote to you concerning release of final payment on Contract No. 7940 awarded to Bubler Bros., Inc., for work on Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County.

The total contract amount is $1,345,297.31 including $31,097.03 for work performed under force account.

Very truly yours,

C. W. Hood
CONCESSION SERVICES

cc Bubler Bros., Inc.
4617 SE Milwaukie Avenue
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. O. Fredrickson

fkn/hb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 27, 1975

FROM: Bob Church For
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7940, Work Completed November 14, 1974

Project Pleasant Valley-Green Timber Road

Highway Oregon Coast, County Tillamook

Type of Work Grading and Paving

Contractor Babler Bros., Inc.

Recommended Acceptance Date June 27, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Bob Church

letter written 7-2-75

APPROVED
STATE HIGHWAY ENGINEER
DATE: 7-1-75

RECEIVED
STATE HWY ENGR
JUL 1'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7940 R

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pleasant Valley - Green Timber Road		WEEK ENDING: 6/14/75
		SECTION PREFIX: 29-1091
HIGHWAY: Oregon Coast		COUNTY: Tillamook
NAME OF JOB: Pleasant Valley-Green Timber Road	KIND OF WORK: Grading & Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 7940	FEDERAL AID PROJECT NUMBER: F-137(7)
DATE OF CONTRACT: 9/19/73	DATE WORK STARTED: 9/16/73	ESTIMATED COMPLETION DATE: semi-final 12/20/74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 525	CALENDAR DAYS USED 320
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 61
PROJECT AUTHORIZATION: $1,748,773.13		
EXCLUSIVE OF ENGINEERING: $1,624,415.93	ENGINEERING AUTHORIZATION $124,357.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,597,633.03	ENGINEERING COST TO DATE $154,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.4%	PERCENT OF AUTHORIZATION 124.5%	DATE PROJECT WAS COMPLETED: 11/14/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.15	3.15			3.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.15	3.15			3.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	311,360 cy	53,900 ton			25,350 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE (final)	335,000	59,160			28,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K Richards
Bond Glenn
Jackmond Berg
Harwood
Johnsen
Walker

RECEIVED
JUN 16 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final paperwork items on project submitted this week. Project considered completed.

This is the final weekly report.

SIGNED C. A. Bulleys LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

--F216

7940

R

STATE OF OREGON

INTER CE MEMO

TO: C. W. Head — Contract Payments
J. Bond — C. Barrett

DATE: March 28, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Babler Bros. Inc.
Contract 7940

TCD No. 14-183282, in the amount of $10,000.00, has been deposited in lieu of retainage on contract 7940. (Safekeeping Receipt 1531). This replaces TCD 129614 (formerly TCD 4-129137) which has been released to the contractor, for $75,000.00.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1531

SAFEKEEPING RECEIPT

Received for Account of Babler Bros. Inc.

Date March 20, 1975

Address 4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Safekeeping Receipt No. 144343 U.S. National Bank of Oregon Citizens Branch No. 20 TCD # 14-00183282 dated 3/14/75 due 6/12/75 5.5%	Safekeeping Part #144343		35,000				$ 10,000.00
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract #7940

Authority ORS 279.575

Countersigned by Emily Rohde
Deputy Cashier

Frank E. Robertson
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 20, 1975

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

As per instructions from Oregon State Highway Division we are enclosing Oregon State Treasury Department Safekeeping Receipt No. 1531, in the amount of $10,000.00.

We have credited your Highway contract #7940.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: Oregon State Highway Division, Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 25, 1975

United States National Bank of Oregon
Citizens Branch
P. O. Box 14729
Portland, Oregon

Attention: Chuck Langer

Gentlemen:

As per instructions from Oregon State Highway Division we are enclosing your Safekeeping Receipt No. 130729, covering TCD #4-129137, due 4/15/74.

This was for Babler Bros, Inc. retainage on Highway contract No. 7940.

Kindly acknowledge receipt of the above Safekeeping Receipt by signing and returning the duplicate copy of this letter.

We would appreciate a letter from you showing that your Safekeeping Receipt No. 144302 covering TCD #129686, due 2/27/75 has been renewed. This is also for Babler Bros., Inc.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: Babler Bros. Inc.
cc: State Highway Divsn., Dick Hacek

COPY

#7940

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 13, 1975

To: C. O. Fredrickson
Regional Engineer

SUBJECT: Bikeway Sign Plans
Pleasant Valley-Green Timber Road Section
Oregon Coast Highway
Tillamook County

After consultation with the Governor's Advisory Committee on Bicycles, it was agreed that the bike path on the subject section could be deleted and that the shoulders would be striped and stenciled and striped "BICYCLE LANE".

Therefore, it would be completely proper that the shoulders be so delineated.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
L. E. George

NOTED
E. S. HUNTER

#7940

LAW OFFICES

GEO. P. WINSLOW

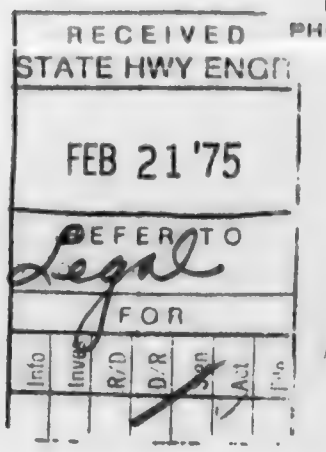
312 LAUREL AVE.

TILLAMOOK, OREGON

97141

P. O. BOX 351
PHONE: 842-7555

February 20, 1975



Orig -

Department of Justice
Trial Division
211 State Highway Bldg.
Salem, Oregon 97310

Re: State vs. Mayem, Tillamook County
Circuit Court #16-345
(L-6916A R-47292)

Gentlemen:

Please refer to and carefully read my several letters since the appellate court issued its mandate January 15th.

Why you have failed to comply with judgment order cannot be explained to our client. Before applying to the court for an order requiring you to satisfy this judgment order, I have decided to write you one more letter. Here it is.

The jury verdict was $22,600.00, which amount, less $11,450.00 deposited by State in court, bears interest from May 14, 1973 until paid. The judgment order fixed attorneys' fees in lower court and costs at $4,795.04. This amount bears interest from date of verduct, September 26, 1973, until paid.

In letter to clerk dated February 14, 1975, you enclosed a check for $1,660.98 in payment of appellate court costs and attorneys' fees for defendant.

Your failure to give this matter the attention it deserves and failure to answer my former letter certainly does not improve the image of your office or of the State Highway Division. However, I am not asking for any explanation or excuses. I simply ask that the matter receive your prompt attention and that you comply with the judgment order.

Very truly yours,

Geo. P. Winslow

GW:bb
cc: Ore. State Hwy. Division
cc: C. Ray Johnson
cc: Robert Mayem

TEL
A. L. JOHNS

#7940

J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 29, 1975

TE
C. E. JOHN

C. Ray Johnson, Attorney
309 Laurel Avenue
Tillamook, Oregon 97141

981-J
981-S
144-S

Subject: File 47292 - Mayem
Pleasant Valley - Green Timber Road Section
Oregon Coast Highway
Tillamook County

Dear Mr. Johnson:

We will have our District Engineer, Mr. Eldon Everton, or the Resident Engineer, Mr. Chet Anderson contact Mr. and Mrs. Mayem immediately in regard to the drainage problem which you brought to our attention.

Hopefully they can solve this problem that you brought to our attention expeditiously, if not we will communicate with you shortly.

Thank you for bringing this problem to our attention. It has been sometime since I have seen you. If I am in Tillamook in the near future, I will stop in and say 'hello'.

Very truly yours,

J. B. Boyd
Assistant R/W Engineer

JBB:ha
cc R.L. Schroeder /w/ att.
Eldon Everton /w/ att.
Chet Anderson /w/ att.
Rod Henry /w/ att.

RECEIVED

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
JAN 24 75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JOHNSON & MAYER
C. RAY JOHNSON
ATTORNEY AT LAW
309 LAUREL AVENUE
TILLAMOOK, OREGON 97141
TELEPHONE 842-2553

January 23, 1975

State Highway Commission
Administration State Highway Bldg.
Salem, Oregon 97310

Re Your File No. 47292-Mayem
Pleasant Valley - Green Timber Road
Oregon Coast Highway - Tillamook County
F137 (5)

I have been requested by Mr. and Mrs. Mayem to call to your attention a condition existent on the curve in front of the home premises which were the subject of the State of Oregon Highway Condemnation Suit No. 16-345 which condition relates to a drainage of water from the highway down on to the septic tank area of the Mayem premises.

During the negotiations on this matter, as well as during the trial of the case, the State represented both to the Court and to the Jury that the work of the Highway Department would not in any way interfere with nor molest the septic tank area in front of the subject residential premises. The fact is the water now drains off of the highway so as to actually cause water to be running heavily over the surface of the ground in the area where that septic tank is located.

In order to preclude this condition from occuring, the State had indicated that it intended to dig a ditch parallel with its Westerly right-of-way line as relocated but this ditch has never been dug. Were it dug, it is the belief of my clients that the condition causing the present problem would be alleviated.

I should be grateful to have you promptly undertake to have your field man contact Mr. and Mrs. Mayem by telephoning them at 842-6797 so that he can meet with them to go over the problem area. If this condition continues there is no doubt that further damage, not contemplated by the condemnation suit, would occur and I would appreciate your giving this matter as prompt attention as possible.

Yours very truly,

JOHNSON & MAYER

By: C. Ray Johnson

C. RAY JOHNSON
CRJ:tg

RECEIVED
JAN 24 1975

NOTED
R. L. SCHROEDER

7940

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1973

TO: Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

NO...
A. E. JOHNSON

FROM: J. B. BOYD, Right of Way Engineer

SUBJECT: File 47297 L-6916 Mayem
Pleasant Valley-Green Timber Road
Oregon Coast Highway
Tillamook County
Project F-137(5)
Re: FHWA Ineligibility Not. No. 35-72-FIN-77

The attached copy of Mr. Mickalonis' revised appraisal with the revised review should be sufficiently documented to make subject file fully participating.

RECEIVED
STATE HWY ENGR
MAY 31 '73
REFER TO
FOR
Info | DIR | Sign | Act | File

MMM/bdr
Attach.
cc: F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchell

7940

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 4, 1973

TO L. H. Young
O F F I C E E N G I N E E R

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT AMENDED
Right of Way Status
FA Project
Bid Opening June 7, 1973
Pleasant Valley-Green Timber Rd. Sec.
Oregon Coast Highway
Tillamook County

We will not have possession on file 47292-Mayem before Wednesday, May 9, 1973. This is the earliest date that the court would meet to consider our request for possession.

JRO:ha
cc F. B. Klaboe
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell
Jack Sollis

RECEIVED
STATE HWY ENGR
MAY 4 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7940

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 2, 1973

In reply refer to: 10-35-7

SUBJECT: Oregon Project F-137(5)
Pleasant Valley-Green Timber Road Section
File 47292 - Mayem
(Ineligibility Notification 35-72-FIN-77)

FROM: Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

TO: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The appraiser, in his December 21, 1972 revision, has added another $1000 in damages to the remaining improvement; however, he furnishes no support for the amount of damage.

We do not dispute the fact that there appear to be damages to the house and the various reasons discussed by the appraiser certainly seem reasonable. However, he should be asked to support the $5500 figure rather than just state reasons for the damage allowance.

Your comments are requested.

A. E. JOHNSON

RECEIVED
STATE HWY ENGR
APR 4 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig - 4-4-73

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 28, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

NOTED F. B. KLABOE

FROM J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

SUBJECT File 47292-Mayem, Pleasant Valley-Green Timber Road, Oregon Coast Highway, Tillamook County, Project F-137(5), Ineligibility Notification 35-72-FIN-77

This office inadvertently neglected to advise the Federal Highway Administration at the time Mr. Mickalonis' revision was sent to you. It gave further documentation for damages to the remainder improvements. Please refer to his revision dated December 21, 1972. He states no sales of farm residences close to the highway were found and has expanded more on his reasoning for damaging the residence. He has, in the process, increased his damage due to further restriction of access.

A later revision which reduced the area of the taking still retained the same damage. The residential site which was split out due to its change of ownership was not damaged in the original or first revised appraisals.

It is hoped this file is now fully participating.

RECEIVED
STATE HWY ENGR
MAR 30 '73
REFER TO
FOR
Info | Appr | R/D | D/R | Plan | Act | File

cc: F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchell

S P

RECEIVED
APR 27 1971

FOR FILING
7940

April 27, 1971

Mr. C. Ray Johnson
Attorney at Law
309 Laurel Avenue
Tillamook, Oregon 97141

4108

Dear Mr. Johnson:

Re: Real Property of R. J. Mayem and Bernice Mayem, Pleasant Valley-Green Timber Road Section, Oregon Coast Highway, Tillamook County

Reference is made to your letter of April 16 in which you set forth the opinion of Mr. and Mrs. Mayem regarding the proposed highway project, Pleasant Valley-Green Timber Road, Oregon Coast Highway, Tillamook County.

Your letter will be entered in testimony along with others and will be considered in making the final decision for this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Floyd Query - Please do so.
F. L. Hall

GCW:jf srb

C. RAY JOHNSON
ATTORNEY AT LAW
309 LAUREL AVENUE
TILLAMOOK, OREGON 97141
TELEPHONE 842-2553

April 16, 1971

EDWARDS

Kleiber - Negley
CY Edw
4-19-71

State Highway Division
Administration Office
State Highway Building
Salem, Oregon 97310

Re: Real property of R. J. Mayem and Bernice Mayem, his wife, located on Highway 101 just South of Tillamook, Oregon.

My client's R. J. Mayem and Bernice Mayem, his wife, have asked me to direct this letter to you protesting the proposed relocation of Highway 101 insofar as it affects that real property described in the photocopy of a deed which I have attached. The proposed relocation will ultimately place the highway within 20 to 22 feet of the stone block residence of Mr. and Mrs. Mayem with the elevation of the highway to be such that the utilization of their home will be a matter of hazard. The Mayems have no objection of relocating of the highway but believe that such relocation could be made more Easterly of the proposed line now projected so as to provide a greater distance between their residence and such relocated road.

Your filing this letter as one of remonstrance along with others adjacent neighbors have forwarded to you will be appreciated.

C. RAY JOHNSON
CRJ:jm
enc.

RECEIVED
APR 20 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

KNOW ALL MEN BY THESE PRESENTS, That Minnie A. Wade, an unremarried widow, Grantor in consideration of the sum of Ten Dollars, to her paid by Robert J. Mayem and Bernice Mayem, his wife, Grantees, does hereby grant, bargain, sell and convey unto the said Grantees, their heirs and assigns, all the following real property, with the tenements, hereditaments and apourtenances, situated in the County of Tillamook and State of Oregon, bounded and described as follows, to-wit:

The Southeast quarter of the Southeast quarter of Section 29, Township 2 South, Range 9 West of the Willamette Meridian, EXCEPTING the following tracts of land:

PARCEL I
Beginning at a point 30 feet West of the Southeast corner of said Section 29; thence West 140.54 feet to a point on the South line of said Section; thence North 80 feet; thence East 26.8 feet thence North 70 feet; thence East 133.74 feet more or less to the West line of U. S. Highway No. 101; thence Southerly along the West line of said highway to the intersection of a line running North and South and 30 feet West of the East line of said Section 29; thence South to the point of beginning.

PARCEL II
Beginning at a point 154 feet North of the Southeast corner of Section 29, Township 2 South of Range 9 West of the Willamette Meridian in Tillamook County, Oregon, thence West 144 feet; thence North 75-1/2 feet; thence East 144 feet; thence South 75-1/2 feet to the place of beginning, less any portion thereof in the highway.

PARCEL III
Beginning at a point 154 feet North of the Southeast corner of Section 29, in Township 2 South of Range 9 West of the Willamette Meridian in Tillamook County, Oregon, thence West 144 feet; thence South 4 feet; thence East along the North line of the Pleasant Valley Cheese Co. tract, 144 feet; thence North 4 feet to the place of beginning, less any portion thereof in the highway.

PARCEL IV
Beginning at a point which is 229.50 feet North and 5.3 feet West of the Southeast corner of Section 29, Township 2 South, Range 9 West of the Willamette Meridian; said point also being on the West line of highway 101; thence West 208.7 feet; thence North 417.4 feet; thence East 207.0 feet to the West line of the Highway 101; thence following said Highway South 0° 14' East 417.4 feet to the place of beginning, and ALSO EXCEPTING any portions of said parcels lying in U. S. Highway No. 101.

PARCEL V
Beginning at the Northeast corner of the Southeast quarter of the Southeast quarter of Section 29, Township 2 South, Range 9 West

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That Minnie A. Wade, an unremarried widow, Grantor in consideration of the sum of Ten Dollars, to her paid by Robert J. Mayem and Bernice Mayem, his wife, Grantees, does hereby grant, bargain, sell and convey unto the said Grantees, their heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the County of Tillamook and State of Oregon, bounded and described as follows, to-wit:

The Southeast quarter of the Southeast quarter of Section 29, Township 2 South, Range 9 West of the Willamette Meridian, EXCEPTING the following tracts of land:

PARCEL I
Beginning at a point 30 feet West of the Southeast corner of said Section 29; thence West 140.54 feet to a point on the South line of said Section; thence North 80 feet; thence East 26.8 feet thence North 70 feet; thence East 133.74 feet more or less to the West line of U. S. Highway No. 101; thence Southerly along the West line of said highway to the intersection of a line running North and South and 30 feet West of the East line of said Section 29; thence South to the point of beginning.

PARCEL II
Beginning at a point 154 feet North of the Southeast corner of Section 29, Township 2 South of Range 9 West of the Willamette Meridian in Tillamook County, Oregon, thence West 144 feet; thence North 75-1/2 feet; thence East 144 feet; thence South 75-1/2 feet to the place of beginning, less any portion thereof in the highway.

PARCEL III
Beginning at a point 154 feet North of the Southeast corner of Section 29, in Township 2 South of Range 9 West of the Willamette Meridian in Tillamook County, Oregon, thence West 144 feet; thence South 4 feet; thence East along the North line of the Pleasant Valley [illegible] No. tract, 144 feet; thence North 4 feet to the place of beginning, less any portion thereof in the highway.

PARCEL IV
Beginning at a point which is 229.50 feet North and 5.3 feet West of the Southeast corner of Section 29, Township 2 South, Range 9 West of the Willamette Meridian; said point also being on the West line of highway 101; thence West 208.7 feet; thence North 417.4 feet; thence East 207.0 feet to the West line of the Highway 101; thence following said Highway South 0° 14' East 417.4 feet to the place of beginning, and ALSO EXCEPTING any portions of said parcels lying in U. S. Highway No. 101.

PARCEL V
Beginning at the Northeast corner of the Southeast quarter of the Southeast quarter of Section 29, Township 2 South, Range 9 West

the center of said Tillamook River to a point which is 230 feet South of the North line of the Southeast quarter of said Southeast Quarter; thence Easterly and parallel with the North line of the Southeast quarter of said Southeast quarter to the East line of Section 29; thence Northerly along the section line 230 feet to the place of beginning.

PARCEL VI
The South 10 feet of the Southeast quarter of the Southeast quarter of Section 29, Township 2 South, Range 9 West of the Willamette Meridian in Tillamook County, Oregon.

SUBJECT, however, to rights of the public 'n and to that portion of said premises lying in streets, roads and highways; roadway agreement as appearing in Book 125 at page 241, Deed Records and right-of-way easement appearing in Book 133, at page 460, Deed Records.

TO HAVE AND TO HOLD the above described and granted premises unto the said Grantees, their heirs and assigns forever.

And I the Grantor do covenant that I am lawfully seized in fee simple of the above granted premises free from all encumbrances, except as set forth above, and that I will and my heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.

WITNESS my hand and seal this 9th day of May, 1966.

Minnie A. Wade
Minnie A. Wade

STATE OF OREGON
County of Tillamook
May 9, 1966. Personally appeared the above named Minnie A. Wade, an unremarried widow, and acknowledged the foregoing instrument to be her voluntary act. Before me:

[illegible]
Notary Public for Oregon
My Commission expires: 1-13-68

JOHNSON
TARY
BLIC
OREGON

of the Willamette Meridian; thence West along the North line of the Southeast quarter of the Southeast quarter 1180 feet more or less to the center of Tillamook River; thence Southeasterly along the center of said Tillamook River to a point which is 230 feet South of the North line of the Southeast quarter of said Southeast Quarter; thence Easterly and parallel with the North line of the Southeast quarter of said Southeast quarter to the East line of Section 29; thence Northerly along the section line 230 feet to the place of beginning.

PARCEL VI
The South 10 feet of the Southeast quarter of the Southeast quarter of Section 29, Township 2 South, Range 9 West of the Willamette Meridian in Tillamook County, Oregon.

SUBJECT, however, to rights of the public in and to that portion of said premises lying in streets, roads and highways; roadway agreement as appearing in Book 125 at page 241, Deed Records and right-of-way easement appearing in Book 133, at page 460, Deed Records.

TO HAVE AND TO HOLD the above described and granted premises unto the said Grantees, their heirs and assigns forever.

And I the Grantor do covenant that I am lawfully seized in fee simple of the above granted premises free from all encumbrances, except as set forth above, and that I will and my heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.

WITNESS my hand and seal this 9th day of May, 1966.

Minnie A. Wade
Minnie A. Wade

STATE OF OREGON
County of Tillamook

May 9, 1966. Personally appeared the above named Minnie A. Wade, an unremarried widow, and acknowledged the foregoing instrument to be her voluntary act. Before me:

A. Katherine Johnson
Notary Public for Oregon
My Commission expires: 1-13-68

JOHNSON
NOTARY
PUBLIC
OREGON

79.40

STATE COPY

MONTHLY TRANSACTION NUMBER: 2-13	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-28-75	COUNTY: Tillamook
MODIFICATION NUMBER: 1		PROJECT NUMBER: F-137(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 26, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,669,624	$ 1,787,244
Federal Funds	$ 1,061,713	$ 1,135,972
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of January, 1975.

Oregon State Highway Division
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-Aid Project
Project No. F-137(7)

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

Salem, Oregon, January 21, 1975

Revised Project Agreement estimate.

Type Code 6204
Grading and Paving (Sta. 277+50 to Sta. 431+17.31)

Subtotal or Previous estimate of September 20, 1973			$1,517,840.00
Previous estimate			
Embankment Foundation Excavation	1,510 cu.yd.	2.50	3,775.00
General Excavation	284,000 cu.yd.	0.75	213,000.00
Surchanrge Excavation	12,200 cu.yd.	0.50	6,100.00
			222,875.00
Revised estimate			
Embankment Foundation Excavation	9,010 cu.yd.	2.50	22,525.00
General Excavation	298,848 cu.yd.	0.75	224,136.00
Surcharge Excavation	25,000 cu.yd.	0.50	12,500.00
			259,161.00
Net Increase			36,286.00
Subtotal			$1,554,126.00
15% Engr.			233,118.00
Total			$1,787,244.00

Length of Project _____ 2.910 miles

Cost of Roadway per mile _____ $614,173.19

Federal Funds _____	$1,135,972.00
State Funds _____	651,272.00
Total	$1,787,244.00

Group 1 - 95% Group 8 - 5%
Contract No. 7940
Prefix 29-1092

7912

STATE COPY

5

Form Approved: O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
9-61		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
3	9-26-73	Tillamook
		PROJECT NO. F-137(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 101 Pleasant Valley south 2.95 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-15-73	2.95
OTHER *(Specify)*		

FUNDS Pro-rata 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,669,624	$ 1,061,713

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith for G. L. Green
(Division Engineer)

Date executed by Division Engineer September 26, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. F-137(7)

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

Salem, Oregon, September 20, 1973

Project Agreement Estimate

Type Code 6204
Grading and Paving (Sta. 277+50 to Sta. 431+17.31)

Mobilization	All Required		$	128,840.00
Furnish Field Laboratory Building	All Required			2,000.00
Temporary Protection and Direction of Traffic	All Required			35,000.00
Clearing and Grubbing	All Required			56,000.00
Removal of Structures and Obstructions	All Required			6,500.00
Ditch Excavation	14,100 cu.yds.	1.75		24,675.00
Embankment Foundation Excavation	1,510 cu.yds.	2.50		3,775.00
General Excavation	284,000 cu.yds.	0.75		213,000.00
Surcharge Excavation	12,200 cu.yds.	0.50		6,100.00
Granular Backfill Material	550 cu.yds.	10.00		5,500.00
Overhaul	19,200 C-yd.sta.	0.45		8,640.00
Trench Excavation	6,500 cu.yds.	6.00		39,000.00
Motor Grader	90 hrs.	40.00		3,600.00
Finishing Roadbed and Slopes	All Required			15,000.00
Obliteration of Roadbed	21,000 sq.yds.	0.50		10,500.00
Watering	2,460 M-gals.	3.00		7,380.00
Bituminous Base Mixture	620 tons	9.50		5,890.00
Asphalt in Bituminous Base Mixture	35 tons	42.00		1,470.00
Aggregate Shoulders	11,500 tons	4.50		51,750.00
Lime Treated Subgrade	103,100 sq.yds.	0.45		46,395.00
Lime for Treated Subgrade	1,160 tons	35.00		40,600.00
Cement Treated Base Mixture	32,300 tons	5.00		161,500.00
Portland Cement in CTB Mixture	1,780 tons	38.00		67,640.00
Asphalt in Seal	110 tons	70.00		7,700.00
Class "B" Asphalt Concrete Mixture	22,900 tons	9.00		206,100.00
Class "C" Asphalt Concrete Mixture	1,830 tons	9.00		16,470.00
Asphalt Concrete in Mixture	1,600 tons	42.00		67,200.00
Asphalt in Tack Coat	8 tons	70.00		560.00
Class "A" Concrete in Box Culvert	100 cu.yds.	175.00		17,500.00
Reinforcement in Box Culvert	14,900 lbs.	0.35		5,215.00
Removable Vehicle Barrier	10 only	125.00		1,250.00
Fixed Vehicle Barrier	8 only	80.00		640.00

12-inch Culvert Pipe	1,540 lin.ft.	4.50	6,930.00
18-inch Culvert Pipe	2,800 lin.ft	5.75	16,100.00
24-inch Culvert Pipe	790 lin.ft.	7.00	5,530.00
36-inch Culvert Pipe	550 lin.ft.	11.00	6,050.00
48-inch Culvert Pipe	80 lin.ft.	17.00	1,360.00
84-inch Culvert Pipe	290 lin.ft.	55.00	15,950.00
12-inch Sewer Pipe	50 lin.ft.	7.00	350.00
18-inch Sewer Pipe	320 lin.ft.	8.25	2,640.00
24-inch Sewer Pipe	360 lin.ft.	9.50	3,420.00
48-inch Arch Type Pipe	210 lin.ft.	18.00	3,780.00
72-inch Arch Type Pipe	136 lin.ft.	45.00	6,120.00
Bedding Material	250 cu.yds.	10.00	2,500.00
Concrete Inlets, Type D	2 only	250.00	500.00
Concrete Inlets, Type G-1	12 only	275.00	3,300.00
Concrete Inlets, Type G-2	1 only	300.00	300.00
Concrete Inlets, Type G-2MA	9 only	280.00	2,520.00
6-inch Drain Pipe	7,000 lin.ft.	3.00	21,000.00
8-inch Drain Pipe	8,600 lin.ft.	4.00	34,400.00
Special Filter Material in Drains	2,240 cu.yds.	9.00	20,160.00
Guardrail, Type 2A	440 lin.ft.	8.50	3,740.00
Guardrail Anchors	1 only	300.00	300.00
Loadometer Pit	1 only	1,200.00	1,200.00
Extra for Asphalt Approaches	50 only	100.00	6,000.00
12-inch Paved Culvert End Slopes	1 only	50.00	50.00
18-inch Paved Culvert End Slopes	18 only	80.00	1,440.00
24-inch Paved Culvert End Slopes	8 only	120.00	960.00
36-inch Paved Culvert End Slopes	3 only	200.00	600.00
48-inch Arch Type Paved Culvert End Slopes	1 only	250.00	250.00
Loose Riprap, Class 100	50 cu.yds.	20.00	1,000.00
Loose Riprap, Class 700	30 cu.yds.	20.00	600.00
Guide Posts	150 only	12.00	1,800.00
Roadside Seeding and Mulching	28 acres	400.00	11,200.00
			$1,444,440.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 9,000.00
Slide Correction	All Required	50,000.00
Permanent Pavement Striping	All Required	800.00
Stage Construction Striping	All Required	400.00
Temporary Erosion Control	All Required	4,000.00
On-the-Job Trainees (3 @ $800)	All Required	2,400.00
Temporary Fencing & Flagging at Crossing Sta. 337 (E.W.)	All Required	6,500.00
Fencing Ends of Cattle Passes (E.W.)	All Required	300.00
		$ 73,400.00
Subtotal		$1,517,840.00
10% Engr.		151,784.00
Total		$1,669,624.00

Length of Project - - - - - - - - - - 2.910 miles

Cost of Roadway Per Mile- - - - - - $573,753.95

Utility Work

Work by Tillamook PUD	All Required	$ 20,000.00
Work by Pleasant Valley Water Co.	All Required	15,000.00
		#$ 35,000.00

#Cost to be charged to the utility project of same name, Number F-137(6), Prefix 29-1089.

Federal Funds -	$1,061,713.00
State Funds -	607,911.00
Total	$1,669,624.00

Group 1 - 95%; Group 8 - 5%

Contract No. 7940

Prefix: 29-1091

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

Nonparticipating-State Work

Setting Mailbox Posts	25 only	25.00	$ 625.00
Furnish Mailbox Posts	All Required		500.00
State Responsibility for Damages	All Required		500.00

7940

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 26, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. F-137(7)

SUBJECT Request Contract Acceptance

Contract 7940, Work Completed November 14, 1974

Project Pleasant Valley-Green Timber Blvd.

Highway Oregon Coast

County Tillamook

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-14-74

G. L. Green
Division Engineer
RECEIVED
DEC 12 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

12-12-74
by Gallagher
Keasey

RECEIVED
ATT'Y ENGR
DEC 11 '74
RETURN TO
Coulter
FOR

VG:jb

cc: F. B. Klaboe
C. T. Keasey
V. Gallagher

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7910 11-5-74 STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☑ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Tillamook	Oregon

IN COMPANY WITH
*See below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-5-74	P. V. Riedl, Area Engineer	F-137(7)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	61	100

COPY SENT
DEC 04 1974
Washington

PLEASANT VALLEY - GREEN TIMBER ROAD
OREGON COAST HIGHWAY 101
Grading and Paving

A final inspection was held on this project November 5, 1974 with the following people in attendance:

Carroll Keasey, OSHD Constr Engr
Gerry Wimer, OSHD Region II Constr Engr
Chet Anderson, OSHD Res Engr
Bob McCarty, OSHD Inspector
Gail Schwisow, Contractor's Representative
Eldon Everton, OSHD District Engr

The project was considered satisfactorily completed with the exception of removing a slide in the cut slope left of Sta 418 which had just occurred. It was decided to have the contractor remove this and replace with a rock buttress on an extra work order basis. This work and the minor cleanup was completed on November 14, 1974.

The contractor used 315 of the 525 days in which to complete the project which is 60 percent of the contract time.

The material incorporated into the project is in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

NOTED
H.S. COULTER

RECEIVED 12-5-74
DEC 5 1974 cy Cnst.

Office of
Assistant State Highway Engineer

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

#7940

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 29-1091

Salem, Oregon

October 15, 1974

29

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Seeding and Mulching Schedule
Pleasant Valley-Green Timber Rd
Section--Oregon Coast Highway

RECEIVED

800

Attached is a rough draft response to Carl Bosch's October 9, 1974, letter concerning seeding and mulching.

As indicated in the rough draft reply there will be some problems with getting sufficient materials to do all of the necessary seeding and mulching work on this project. By a copy of this letter, Resident Engineer, Chet Anderson is instructed to have the contractor make every effort to secure these materials and advise this office as soon as a definite schedule and commitment is obtained.

10/29/74

G. Wimer: The subcontractor resumed seeding and mulching on 10/29/74. and he will complete the project by 10/30/74

C. Anderson

GWW/elk
Attach.
cc: C. T. Keasey
Chet Anderson

cc: Coulter

RECEIVED
NOV 5 1974
Office of
Assistant State Highway Engineer

7940 10-18-74 J

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Babler Bros., Inc.
Contract 7940 & 8049

TO: C. W. Head V. Gallagher
John Bond C. Barrett

Treasurer's Receipt #933 (TCD 130729 - $100,000.00) has been cancelled and replaced by:

Treasurer's Receipt #1402 (Partial TCD 130729-75,000.00)Contract 7940
Treasurer's Receipt #1403 (Partial TCD 130729-25,000.00)Contract 8049

This transaction reflects the deposit in lieu of retainage on contract 7940 and 8049.

Copies of the letters and receipts will be filed in the Commission and Staff Services Office.

CRP:pl

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 18, 1974

Babler Brothers Inc.
General Contractors
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Reference your letter dated October 7, 1974, and per instructions from the Oregon State Highway Division, we have cancelled safekeeping receipt number 933, dated October 29, 1973, in the amount of $100,000.00.

We have reissued State Treasury safekeeping receipts numbers 1402 in the amount of $75,000.00 for credit of your State Highway contract number 7940, and number 1403, in the amount of $25,000.00 applying to State Highway contract number 8049.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
OCT 21 1974
Contract Acctg.

COPY

RECEIVED
OCT 21 1974
Contract Accts.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1402

SAFEKEEPING RECEIPT

Received for Account of: Babler Bros. Inc. General Contractors
4617 S.E. Milwaukie Ave.
Address: Portland, Oregon 97202

Date: Oct. 18, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit #4-129137 Dated 10-23-73 Date of Issue Oct. 15, 1973 Maturity Date April 15, 1974 U.S. Portland Safekeeping Receipt 130729 Citizens Branch No 20 Portland, Oregon	Safekeeping part No. 130729		100,000				75,000.00
							75,000.00

Purpose of Deposit: In lieu of retainage on State Highway Contract 7940

Authority: ORS 279.575

Countersigned by: Mark Rowe — Deputy Cashier

Frank Neddeau — State Treasurer

SPECIAL INSTRUCTIONS

OCT 30 1973

State of Oregon

BABLER BROS., INC.

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 29, 1973

Babler Brothers Inc.
General Contractors
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Per instructions from the Oregon State Highway Division, we are enclosing State Treasury safekeeping receipt number 933, dated October 29, 1973, covering Time Certificate of Deposit, number 4-129137, dated October 15, 1973, due April 15, 1974, held on the books of the Citizens Branch, United States National Bank of Oregon, Portland, Oregon in the amount of $100,000.00.

We have credited State Highway Contract number 7940, in the amount of $75,000.00, and the remaining $25,000.00, for future contracts.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division attn: Dick Hacek

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 933

Received for Account of: Babler Bros. Inc. General Contractors
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Address: _____

Date: October 29, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
	Safekeeping No.						
Time Certificate of Deposit	130729	1	100,000				100,000.00
#4-129137 Dated 10-23-73	T.C.D No.						
Date of Issue Oct. 15, 1973	4-129137						
Maturity Date April 15, 1974							
U.S. Portland Safkeeping Receipt 130729 Citizens Branch No. 20 Portland, Oregon							100,000.00

Purpose of Deposit: In Lieu of retainage on State Highway Contract 7940 ($75,000.00) ($25,000.00) future contrac
ORS 279.575

Authority: _____

Countersigned by: _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 233-5536

LLOYD BABLER
PRESIDENT
LLOYD BABLER, JR.
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS G. BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

October 22, 1973

Treasurer, State of Oregon
State Capitol
Salem, Oregon 97310

ATTENTION: Mr. Merle Crowe, Cashier

Dear Mr. Crowe:

In accordance with provisions of Section 109.09 of

Contract No. 7940
Pleasant Valley-Green Timber Road Section

we have this day assigned to the Oregon State Highway Division, Salem, Oregon, the following security:

Time Certificate of Deposit No. 4-129137
Issued October 15, 1973, Maturing April 15, 1974,
In the Face Amount of $100,000.00
Held on the books of Citizens Branch, U.S.N.B.

The U. S. National Bank has been instructed to inform you that they are holding for your order a properly executed assignment of the Certificate of Deposit No. 4-129137.

This deposit should be sufficient in lieu of the five percent retainage required under the aforementioned contract. We would like to allocate $75,000.00 of this Certificate to apply to the retainage on Contract No. 7940 and the balance of $25,000.00 to apply as needed on future contract(s).

At the maturity date of this Certificate No. 4-129137 we will instruct the Bank to renew on the same basis as originally issued and in strict accordance with the existing Assignment.

AN EQUAL OPPORTUNITY EMPLOYER.

If you have any questions concerning this matter please contact me at our Portland Office, 233-5536.

Very truly yours,

BABLER BROS., INC.

R. A. Richards
Office Manager

RAR:bm
cc: Chet Anderson, Res. Engr., Tillamook
Chuck Langer, Coml. Loan Officer
Citizens Br., U. S. National Bank
Accounting Department, O.S.H.D., Salem

#7940

October 17, 1974

744.5

Mr. Carl Bosch, Chairman
Tillamook Soil and Water
Conservation District
P. O. Box 187
Tillamook, OR 97141

Dear Mr. Bosch:

Resident Engineer Chet Anderson has contacted you in response to your October 9 letter regarding the seeding and mulching schedule for the new construction work in the Tillamook area on the Pleasant Valley-Green Timber Section of the Oregon Coast Highway.

As you are no doubt aware, seeding and mulching started on Monday, October 14. This work will continue as long as materials are available or until all the necessary seeding and mulching on this project is done, whichever comes first. To cover the appropriate areas on this project, more of this work is needed than was anticipated when the contract was awarded. Consequently, the contractor will have to make arrangements for additional materials. He will make every effort to do all of the necessary seeding and mulching this year.

Thank you for bringing this to our attention and giving us the opportunity to comment.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON ja.

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Chet Anderson

GWW:elk/HSC:ja

TILLAMOOK

Soil and Water Conservation District

POST OFFICE BOX 167
TILLAMOOK, OREGON 97141

October 9, 1974

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The Directors of the Tillamook Soil and Water Conservation District would like to commend you and the contractor on the new Green Timber stretch of Highway 101 and work in the city. The resident engineer, Chet Anderson, has been most cooperative with local farmers, local businessmen, city, state and federal agencies.

However, we would like to suggest that the state mulch the raw roadcuts and establish grass cover on them before the rains come this winter to prevent serious erosion which will occur if they are left unprotected.

We urge you to use your good office in getting these roadcuts protected.

Carl Bosch, Chairman
Tillamook Soil and Water
Conservation District

cc: Oregon SWCD

NOTED
A.E. JOHNSON

RECEIVED
OCT 11 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 10 74
REFER TO
Carter
FOR
Dir | Asst | Chf Engr | Engr | Ops | Mtce | Plan | Res | Proj | Fac | Mat | Fnc

RECEIVED
OCT 10 1974
OFFICE
DIRECTOR of TRANSPORTATION

TILLAMOOK

Soil and Water Conservation District

POST OFFICE BOX 187
TILLAMOOK, OREGON 97141

RECEIVED
OCT 9 1974
STATE ENGINEER
SALEM, OREGON

October 8, 1974

Chris Wheeler
State Engineer
1178 Chemeketa St., N.E.
Salem, Oregon 97310

Dear Mr. Wheeler:

The Directors of the Tillamook Soil and Water Conservation District would like to commend you and the contractor on the new Green Timber stretch of Highway 101 and work in the city. The resident engineer, Chet Anderson, has been most cooperative with local farmers, local businessmen, city, state and federal agencies.

However, we would like to suggest that the state mulch the raw roadcuts and establish grass cover on them before the rains come this winter to prevent serious erosion which will occur if they are left unprotected.

We urge you to use your good office in getting these roadcuts protected.

Carl Bosch, Chairman
Tillamook Soil and Water
Conservation District

Respectfully referred to State Highway Division.

RECEIVED
OCT 11 1974
Office of
Assistant State Highway Engineer

STATE HWY ENGR
OCT 10 74
REFER TO
FOR
Ass't | D | D/R | Un | Dist | Eng

928

7940

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 10, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: C. O. Fredrickson
Regional Engineer
SALEM

The following listed projects indicate excessive construction engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7940	Pleasant Valley-Green Timber Rd.	75	53
7976	Motorist Service Signing	83	36
7981	Hayesville Interch.-Talbot Rd. Interch.	98	49
7991	Hess Cr.-Chehalem Cr. (Newberg)	91	67

Please review the prosecution of these projects and take any appropriate action to hold the engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

Mills Creek
Tillamook County

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Pleasant Valley-Green Timber Rd.
Tillamook County
Oregon Coast Highway

Expires: 10-1-75

MATERIAL REMOVAL PERMIT NO. 1088-Renewal

BABLER BROS., INC.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

August 23, 1974
Date.

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1088

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted ~~behind a dam constructed to isolate the operation from the free flowing stream and~~ in a manner that will prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be (x) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work ~~or by~~ _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (x) x GRASS or x SHRUBS ___ TREES SHALL BE PLANTED ~~prior to~~ _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 1 to June 1 without prior written approval from the Division of State Lands, except behind previously constructed berms.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

(x) 11. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

August 23, 1974

RP 10

Job Name: Pleasant Valley-
Green Timber Road
Tillamook County
Oregon Coast Highway
RP 1088-Renew
Respond by 8-15-74

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: BABLER BROS., INC.
Corporate Name or Individual (Please Print)
4617 S.E. Milwaukie Ave.
Portland, Oregon 97202 503- 233-5536
Address Zip Telephone No.
Vice-President
Signature of Contractor (Title)
Lloyd Babler, Jr.

Name of Sub-Contractor: N/A
(If applicable) Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is streambed material. Fill is rock riprap.

b) Estimated Quantity (Removal) 85 Cu.Yds. (Fill) 25 Cu.Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment

d) Purpose and Proposed Use of Removal and/or Fill Culvert construction ditch shaping and riprap construction

e) ~~Sequence of Removal and/or Fill~~

f) Disposition of Materials Removed (If Applicable) in highway roadbed

g) Proposed Period of Activity. ~~Removal~~ Awarded September 19, 1973
~~Fill~~ Time 525 Calendar workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

RECEIVED
SEP 27 1973
DIVISION OF STATE LANDS
P.O. # H1149757

Location.

a) Name of Stream as Listed on Map Mills Creek

b) Tributary of Tillamook River?

c) Located in See Plans Title Sheet (Legal Description) of Section 32 Twp. 2 S R. 9 W

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Informatior
Phone 378-6558

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 314953

SHIP TO J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310

P. O. DATE: 7-23-74

BILL TO OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

NO. INVOICES: 3

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.	
		734	

VENDOR

Division of State Lands
1445 State Street
Salem, OR 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.	DELIVERY REQUIRED	TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	RENEWAL			$50.00	29-1091-000P
			Removal/Fill Permit OSRD No. 66 Pleasant Valley-Green Timber R.d				
			Tillamook County Oregon Coast Highway				
			Crew No. 007-00				

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	
ORDERED BY:	7-23-74	AUTHORIZED AGENT — SIGNATURE: Harold Kraft	DATE: 7-23-74
APPROVED		RECEIVED BY: Harold Kraft	DATE: 11-7-74

FORM 81-234-1036

ORIGINATOR

Form E-306—434 7940

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Pleasant Valley-Green Timber Road Date August 21, 1974

Highway Oregon Coast Contract No. 7940

County Tillamook Prefix 29-1091

Contractor Babler Bros., Inc. F. A. Project No. F-137(7)

Address P.O. Box 02008, Portland, Or 97202 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Lime treat soft area of subgrade to depth of 1 to 2 feet.

Location by station numbers: "L" 344+00 to 347+50±

Estimate of quantities and cost:

Materials:	$1,724.00
Labor:	905.00
Equipment:	312.00
	$2,941.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Natural material in the shallow cut section at Sta. 344+00 to 347+50 is a soft saturated clay unsuitable for building a firm roadbed. Extra depth treatment of this natural material is planned to provide firm enough subgrade for placement of subsequent layers of surfacing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,748,773.13	
Present estimate of project cost, including $2,941.00 for work under this order	$1,748,773.13	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: C. Bulcrum
Resident Engineer

Approval Recommended: J. C. Kennedy
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: J. Rand
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Construction

SP*23577-134

CC. Fitzsewitz
FHWA

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97202
July 1, 1974

FROM: Ed J. Rief
Dist. Insp. Engr.

TO: File

SUBJECT: State Contract #7940
Pleasant Valley-Green Timber Rd.
81" x 59" x 14 Ga. Arch Pipe
With Disturbed or Loose
Rivets and/or Deformed Holes

Wayne Reed of the Road Design Department in Salem called this office at 2:30 p.m. and left the following message with Paul Nikkel:

If Kaiser Aluminum in Vancouver, Washington, can't get the A-449 with an A-563 nut, then the Oregon State Highway Department would accept an A-325 or an A-490 high strength bolt.

Also, Frank Terpin and Wayne Reed were wondering if Kaiser has considered taking out the present rivets in the arch pipe and re-sizing the hole and using larger rivets of a suitable strength. This use of rivets or bolts of an acceptable strength is optional to the company. If the company does not want to comply to the acceptable standards, the pipe must be rejected.

cc Ruf

Ed J. Rief
Dist. Insp. Engr.

EJR:ljp
cc: Don Beecroft, Lab.
Frank Terpin, Rd. Design
Wayne Reed, Rd. Design
Chet Anderson, Res. Engr.

#7940 5-23-74 9

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-137(5)

STATE PROJECT NO.
PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-503

COUNTY NAME
TILLAMOOK

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MAY 23, 1974	PRIMARY ROUTE #11
		STATE ROUTE NUMBER: OREGON COAST HIGHWAY #9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 48217 - PUBLISHERS PAPER CO., AS REQUESTED IN MR. RULIEN'S MAY 17, 1974 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [X] ACQUISITION OF RIGHT-OF-WAY — FILE 48217 - PUBLISHERS PAPER CO.
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
STATE HWY ENGR
MAY 24 '74
REFER TO
FOR
Info | Invest | R/D | D/R | [illegible] | [illegible] | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
MAY 23, 1974	G Mathes for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CON 21-2
101- Tulla.

#7940

May 17, 1974

TO S. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. F-137(5)
Pleasant Valley-Green Timber Rd. Section
File - 48217 Publishers Paper Co.

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the subject project, as outlined in red on the enclosed sketch map. No increase in total cost or federal funds for the project as programed is anticipated at this time for this additional parcel.

There are no improvements on the property; therefore, assurances regarding the availability of replacement housing is not required since no relocation is involved.

Enclosure

cc: J. R. Oakes
R. H. Chase
M. Mitchell

CL:js

7940

9

Salem, Oregon
May 16, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48217 - Publisher's Paper Co.
Pleasant Valley-Green Timber Rd. Sect.
Oregon Coast Highway
Tillamook County

Attention: Mr. John R. Oakes

Attached is a description, an authorization and Right of Way prints and your correspondence from Mr. Keasey pertaining to additional Right of Way requirements for the subject contract project.

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:ka

Attachments

1 Versteeg
A. Olson
Terpin
Scott
Swensen
R. Olson
Trout

RECEIVED
MAY 16 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

7940

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 10, 1974

FILE:

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

TO: C. O. Fredrickson
Regional Engineer
SALEM

Attention: Ted Litchfield

SUBJECT: Proposed Grade Change
Pleasant Valley-Green Timber Rd.
Oregon Coast Highway
Contract No. 7940

Following the field review of the subject proposed grade change by John Walker and Region staff, I had the opportunity to view this proposal in the field on May 8, 1974, in company with Al Harwood and Chet Anderson.

Following further discussion of the anticipated problems with Mr. Walker and with Paul Riedl, FHWA Area Engineer, approval is hereby given to raise the grade through the shallow fill area south of the cut at Sta. 385 by 4 feet and to raise the grade through the shallow fill generally between Sta. 365 - 383 by 3 feet with appropriate transitions between and at the ends.

By a copy of this letter, I am forwarding the sketch showing needed additional right of way to J. B. Boyd for preparation of the necessary documents and acquisition of the property.

Please submit a Price Agreement documenting the above change.

Plan sheets and X-Sections are being returned to you herewith.

CTK:fr

Att.

cc: H. S. Coulter
J. B. Boyd (w/att.)

RECEIVED
MAY 13 1974
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-7

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 7, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project F-137(6)
Pleasant Valley-Green Timber Road Section
Tillamook PUD Powerline Relocation

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The information furnished with Mr. Cartwright's April 15 memorandum describes a very unusual case. Although the work was never formally authorized all conflicts listed in the Utility Engineer's January 15 and February 26, 1973 letters were resolved in a timely manner at a reasonable cost. In that the prime purpose of the procedure is to insure accomplishment of the utility relocation in this fashion it does not appear either reasonable or in the public interest to penalize the utility or the State by withholding Federal participation for a breakdown of that procedure when the final results were completely successful. It is hoped that a system of checks can be instituted that would prevent the recurrence of this type of error.

We hereby authorize Federal participation in the $23,854.86 State's share in the relocation costs.

for G. K. Hoosner
G. L. Green

RECEIVED
STATE HWY ENGR
MAY 8 '74
REFER TO
FOR
Info | Invest | P.D. | Dir. | Sec. | Ret. | File

NOTED
R. L. SCHROEDER

Original to Boyd
5-10-74

7940

FORM E-99-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 17, 1974

To:

SUBJECT: Pleasant Valley-Green Timber
Road Section
Oregon Coast Highway

Mr. C. O. Fredrickson
Region Engineer

Attention Mr. Ted Litchfield
Regional Operations Engineer

Subsequent to your telephone call this date, I discussed the bicycle path on the subject section with Mr. Klaboe and you are hereby authorized to delete the bicycle path on this construction project.

Victor D. Wolfe
Location Engineer

NOTED
F. B. KLABOE

VDW:mc

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter

RECEIVED
STATE HWY ENGR
APR 18 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5

#7940

Salem, Oregon

April 15, 1974

Victor D. Wolfe
Location Engineer

E. S. Hunter
Assistant State Highway Engineer

Pleasant Valley-Green Timber Road Section
Oregon Coast Highway

Please call Chuck Fredrickson who is determining what it will cost to eliminate the bicycle path on the subject project.

If there are financial consequences, please discuss with Mr. Klabee and see to eliminating the path and placing bicycle traffic on the widened shoulders.

ESH:jf

cc: F. B. Klabee
A. E. Johnson
C. O. Fredrickson

#7940

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 15, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Power Line Relocation
Tillamook People's Utility Dist.
Pleasant Valley-Green Timber Rd. Sec.
Oregon Coast Highway
Tillamook County

Dear Mr. Green:

Attached are two copies of the following data pertaining to this project:

1. An estimate of cost to adjust the Districts facilities dated July 2, 1973.
2. An "X" Permit and sketch showing the relocated facilities.
3. Relocation letters to the District dated January 15, 1973 and February 26, 1973.
4. Contract for Power Line Relocation between Tillamook PUD and U-ELCO, Inc.
5. Tillamook PUD's billing for their relocation work.
6. Final Report for Work Completed by Utility.
7. An audit report on the Districts final billing by Jess Jones dated April 15, 1974.

The State is entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4 has been provided for in the attached billing.

There is a betterment derived from the proposed adjustment of the Districts facilities and has been provided for in the attached billing.

NOTED
R. L. SCHROEDER

RECEIVED
APR 16 1974
Office of
Assistant State Highway Engineer

The attached Final Report for Work Completed by Utility's indicates that the District started their relocation work on June 5, 1973. An estimate of cost for the relocation of the Districts facilities was received by Region 2 on July 3, 1973. The estimate was reviewed and thought to be in insufficient detail to comply with the provisions of PPM 30-4. The District was visited by Jim Valentine and myslef on July 6, 1973 to discuss a revision of the estimate. The District agreed to work on the estimate, but gave no indication of when the revision could be made. Jim Valentine checked several times after that meeting but a revised estimate was never received from the District.

The final billing for the Districts relocation work was received on February 5, 1974. A copy of the contract between the District and U-ELCO Inc. was attached to the final billing.

Jess Jones, Utility Auditor, OSHD, made an audit of the final billing on April 11, 1974 and found that the charges for the relocation work were reasonable and equitable.

The District did not comply with certain provisions of PPM 30-4 but they did accomplish the relocation of the conflicting electric power line facilities in such a manner as to accommodate the highway construction with no delay to the project. The State did, to the extent it could without creating ill will, try to obtain the Districts compliance with the provisions of PPM 30-4.

Federal aid participation in the State's share of the relocation cost, $23,854.86 is requested.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Attach.

cc: R. L. Schroeder
R. N. Chase
V. L. Gallagher

File Copy 9

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 11, 1974

TO Dale Allen, Regional Construction Engineer

FROM Frank E. Terpin, Final Design Engineer

1 Verstoeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 11 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SUBJECT (Surfacing Treatment at Existing Bridge Ends)
Pleasant Valley-Oxman Section
Old Oregon Trail Highway
Baker County

Three proposals considered on the subject are:

1. Raise the structure to the new grade. This treatment, generally the most desirable, is expensive. Sometimes it is so costly it can not be economically justified. In other cases it is not feasible to raise the structure because of length. Interference with traffic is significant but not to the degree as with excavating the existing surfacing.

2. Excavate the existing surfacing for a distance from each end of the structure and replace with full-depth asphalt as needed to provide the C.B.E. requirements.

   The problems encountered removing the existing surfacing at bridge ends and replacing with deep lift asphaltic concrete surfacing on overlay projects can be numerous especially when existing traffic has to be staged through narrow width bridges (less than 38 feet).

   The hazards encountered by the traveling public include narrowing to one-lane traffic for most of the workdays during a two week period. Also, the problem of accommodating over-width vehicles (over 12 foot wide loads) during this period of construction. The major problem is the 14 foot wide trailers and modular homes that are becoming more and more numerous on our freeways. They have a tendency to stop or reduce speed to a crawl when encountering restricted horizontal clearance, thereby backing traffic up behind them.

3. Reduce the overlay thickness for a distance from each end of the structure the amount necessary to meet the structure or to overlay the structure as permitted by the Bridge Design Section. This treatment would, therefore, not provide the required pavement strength at the ends of the structures.

On those projects requiring three inch overlays or less this problem is perhaps not too significant. On those projects that require over three inches this could be a major problem since the pavement strength would be reduced substantially. The decision to use this alternate must be carefully considered. The responsibility for recommending this alternate lies with the Region as you will be responsible if the pavement at structure ends should fail.

Each bridge end should be studied individually as to the seriousness of the problem. Refer to the included list of bridges that will be encountered on this project (including their respective roadway widths). The proposed overlay is five inches.

Would you please review the proposals and recommend which proposal you want used.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have your decision by April 19, 1974.

FET:we
Enclosure
cc: Fred Eriksen

7940 Pleasant Valley-Green Timber 1973
Rd. Sec. on Oregon Coast Hwy.
(Grading and paving) #1

C4A 4625 - 12/8/72

7940

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 31, 1973

TO /C. W. Head/ Vince Gallagher
John Bond John Herr

FROM Vernon E. Skoog, Fiscal Officer-OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Contract 7940
Babler Bros., Inc.

Treasurer's Receipt No. 933 (T.C.D. 130729) in the amount of $100,000 has been deposited with the Treasurer. $75,000 is to be used in lieu of retainage on contract 7940 and the remaining $25,000 will be for use on future contracts.

A carbon copy of original Treasurer's Receipt and two letters will be filed (in the contract file) in the Administrative Services office.

RJH:kmb

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 933

Received for Account of: Babler Bros. Inc. General Contractors
4617 S. E. Milwaukie Ave.
Address: Portland, Oregon 97202

Date: October 29, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
	Safekeeping No.						
Time Certificate of Deposit	130729	1	100,000				100,000.00
#4-129137 Dated 10-23-73	T.C.D No.						
Date of Issue Oct. 15, 1973	4-129137						
Maturity Date April 15, 1974							
U.S. Portland Safkeeping Receipt 130729 Citizens Branch No. 20 Portland, Oregon							100,000.00

Purpose of Deposit: In Lieu of retainage on State Highway Contract 7940 ($75,000.00)
($25,000.00) future contracts

Authority: ORS 279.575

Countersigned by: [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
OCT 30 1973
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 29, 1973

Babler Brothers Inc.
General Contractors
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Per instructions from the Oregon State Highway Division, we are enclosing State Treasury safekeeping receipt number 933, dated October 29, 1973, covering Time Certificate of Deposit, number 4-129137, dated October 15, 1973, due April 15, 1974, held on the books of the Citizens Branch, United States National Bank of Oregon, Portland, Oregon in the amount of $100,000.00.

We have credited State Highway Contract number 7940, in the amount of $75,000.00, and the remaining $25,000.00, for future contracts.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division attn: Dick Hacek

RECEIVED
OCT 30 1973
Contract Acctg.

COPY

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 233-5536

LLOYD BABLER
PRESIDENT
LLOYD BABLER, JR.
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS G. BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

October 22, 1973

Treasurer, State of Oregon
State Capitol
Salem, Oregon 97310

ATTENTION: Mr. Merle Crowe, Cashier

Dear Mr. Crowe:

In accordance with provisions of Section 109.09 of

Contract No. 7940
Pleasant Valley-Green Timber Road Section

we have this day assigned to the Oregon State Highway Division, Salem, Oregon, the following security:

Time Certificate of Deposit No. 4-129137
Issued October 15, 1973, Maturing April 15, 1974,
In the Face Amount of $100,000.00
Held on the books of Citizens Branch, U.S.N.B.

The U. S. National Bank has been instructed to inform you that they are holding for your order a properly executed assignment of the Certificate of Deposit No. 4-129137.

This deposit should be sufficient in lieu of the five percent retainage required under the aforementioned contract. We would like to allocate $75,000.00 of this Certificate to apply to the retainage on Contract No. 7940 and the balance of $25,000.00 to apply as needed on future contract(s).

At the maturity date of this Certificate No. 4-129137 we will instruct the Bank to renew on the same basis as originally issued and in strict accordance with the existing Assignment.

RECEIVED
OCT 25 1973
Contract Accts.

AN EQUAL OPPORTUNITY EMPLOYER.

If you have any questions concerning this matter please contact me at our Portland Office, 233-5536.

Very truly yours,

BABLER BROS., INC.

R. A. Richards
Office Manager

RAR:bm
cc: Chet Anderson, Res. Engr., Tillamook
Chuck Langer, Coml. Loan Officer
Citizens Br., U. S. National Bank
Accounting Department, O.S.H.D., Salem

7940

5

October 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. F-137(7)

SUBJECT Request Change Order Approval

Contract 7940, Extra Work Order No. 2

Project Pleasant Valley - Green Timber Rd.

Highway Oregon Coast

County Tillamook

The Order covers furnishing and installing fencing and gates as required thru those parcels of right-of-way still under condemnation proceedings. This work was not included in the contract.

Attached is a copy of a letter from the Assistant Regional Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 9, 1973.

Your approval as of October 9, 1973 is requested.

JK:pr
Attach.

7940

October 4, 1973

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7940 for work on the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc Travelers Indemnity Company
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06103

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Chet Anderson

79.40

STATE COPY

FORM PR-33A (REV. 3-68) OSHD (Coulter) Region Wash DC

10-3-73

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ch

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Tillamook	Oregon

Date of Inspection	Inspection Made By	Project No.
10/3/73	W. Kappus, Ass't Area Engineer	F-137(7)

In Company With
C. Anderson, Resident Engineer, Paul Riedl, Area Engineer & B. Veile, R/W Trainee

Location
Begins at Pleasant Valley .. south on Route US 101 2.95 miles ending at a point 1220 feet beyond the existing junction with Green Timber Road.

SENT
OCT 15 1973
REGIONAL OFFICE

Contractor Name and Address
Babler Bros., Inc., 4617 SE Milwaukie Ave., Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Completed
10/1/73	1,445.065.00	525 C.D.	-	9/14/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	0 %	0.7%

Roadbed (Width) 44' with 8' Bicycle Path (No. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Bituminous Core	6204	2.95	4	4	44.0
Base with admixture Portland cement			6	6	46.0

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
None		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

10-16-73 Conatser by Young

PLEASANT VALLEY-TIMBER ROAD SECTION
OREGON COAST HIGHWAY

This project provides for grading and draining two 12 foot lanes of high-type pavement with 10 foot shoulders, construction of an 8 foot bicycle path and a portable londometer site.

RECEIVED STATE HWY ENGR
OCT 16 73
REFER TO Coulter
FOR
Info
Inves
R/D
D/R
Sign
Act
File

1. Work Completed

Clearing 10% Complete
Drainage 1%

2. Work in Progress

A clearing operation was under way at Sta 382 to Sta 387. A stump splitter and a dozer were being utilized. Two scrapers were excavating Sta 360 left and hauling to Sta 348.

A culvert was being placed at Sta 349+50.

NOTED
H.S.COULTER

(more)

3. Extra Work Orders

EWO #1 Flagging	+$9,000
EWO #2 Fencing	+ 8,500
EWO #3 On-the-Job Training	+ 2,400

4. Comments

The contractor has not posted his EEO policy nor has he named his EEO officer. The contractor is aware of this and has assured the Resident Engineer that the policy will be posted in the near future.

The contractor is actively pursuing the grading with plans of completing the surcharge areas before the fall rains begin. If he can do this he will be in the position to complete the project during the next construction season.

Highway Job No. 66
Mills Creek
Tillamook County

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Pleasant Valley-Green Timber
Tillamook County
Oregon Coast Highway

Expires: 10-1-74

MATERIAL REMOVAL PERMIT NO. 1088

BABLER BROS., INC.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

October 1, 1973
Date

Anniversary date: October 1, 1974

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1088

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be (x) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work ~~or by~~ _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (x) xx GRASS or xx SHRUBS ___ TREES SHALL BE PLANTED ~~prior to~~ _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 1 to June 1 without prior written approval from the Division of State Lands. except behind previously constructed berms

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special condition below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

(x) 11. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, of conflicts with other users occur.

October 1, 1973

RP 1088

OSHD Permit No.: 66
Job Name: Pleasant Valley-
Green Timber Road
Tillamook County
Oregon Coast Highway

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: BABLER BROS., INC.

Corporate Name or Individual (Please Print)

4617 S.E. Milwaukie Ave.
Portland, Oregon 97202 503- 233-5536

Address Zip Telephone No.

Signature of Contractor Vice-President (Title)

Lloyd Babler, Jr.

Name of Sub-Contractor: (If applicable) N/A

Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is streambed material. Fill is rock riprap.

b) Estimated Quantity (Removal) 85 Cu.Yds. (Fill) 25 Cu.Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment

d) Purpose and Proposed Use of Removal and/or Fill Culvert construction ditch shaping and riprap construction

e) ~~Estimated Time of Removal and/or Fill Application~~

f) Disposition of Materials Removed (If Applicable) in highway roadbed

g) Proposed Period of Activity. ~~Removal~~ Awarded September 19, 1973

~~Fill~~ Time 525 Calendar workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

RECEIVED
SEP 27 1973
DIVISION OF STATE LANDS
P.O. Box 1279

Location.

a) Name of Stream as Listed on Map Mills Creek

b) Tributary of Tillamook River?

c) Located in See Plans Title Sheet (Legal Description) of Section 32 Twp. 2 S R. 9 W.

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H149459

SHIP TO: J. H. Versteeg, Room 223, State Highway Building, Salem, OR 97310

P.O. DATE: 9-26-73

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

NO. INVOICES: 3

ACCOUNT NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
		734

VENDOR

Division of State Lands
502 Winter Street, N.E.
Salem, OR 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.	DELIVERY REQUIRED	TERMS

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	Removal/Fill Permit OSED No. 66 Pleasant Valley-Green Timber Rd. Tillamook County Oregon Coast Highway			$50.00	29-1091-9007
			Crew No. 007-00				

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	
ORDERED BY:	9-26-73	AUTHORIZED AGENT - SIGNATURE	DATE 9-26-73
APPROVED		RECIEVED BY:	DATE

FORM 81-734-1036

ORIGINATOR

OSHD Permit No.: 66
Job Name: Pleasant Valley-
Green Timber Road
Tillamook County
Oregon Coast Highway

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: BABLER BROS., INC.

Corporate Name or Individual (Please Print)

4617 S.E. Milwaukie Ave.
Portland, Oregon 97202 503- 233-5536

Address Zip Telephone No.

Signature of Contractor (Title)
Lloyd Babler, Jr. Vice-President

Name of Sub-Contractor: N/A
(If applicable)

Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is streambed material. Fill is rock riprap.

b) Estimated Quantity (Removal) 85 Cu.Yds. (Fill) 25 Cu.Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill Culvert construction ditch shaping and riprap construction

e) ~~Source of Fill Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) in highway roadbed

g) Proposed Period of Activity. ~~Removal~~ Awarded September 19, 1973

~~Fill~~ Time 525 Calendar workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Mills Creek

b) Tributary of Tillamook River?

c) Located in See Plans Title Sheet (Legal Description) of Section 32 Twp. 2 S R. 9 W

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

7940

September 21, 1973

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Re: Pleasant Valley-Green Timber Road
Oregon Coast Highway
Tillamook County

As stated in subsection 107.02 of the special provisions for this project, the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached application completed by you.

Information required is:

Telephone number and signature of contractor and the name and address of any subcontractor doing this work.

You may expedite this matter by returning the completed application as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jg
Attachments
cc: C. O. Fredrickson
Chet Anderson

OSHD Permit No.: 66

Job Name: Pleasant Valley-
Green Timber Road
Tillamook County
Oregon Coast Highway

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

_____
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable) _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is streambed material. Fill is rock riprap.

b) Estimated Quantity (Removal) 85 Cu.Yds. (Fill) 25 Cu.Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill Culvert construction ditch shaping and riprap construction

e) ~~Source of Fill Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) in highway roadbed

g) Proposed Period of Activity. ~~Beginning~~ Awarded September 19, 1973

~~Ending~~ Time 525 Calendar workdays

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Mills Creek

b) Tributary of Tillamook River?

c) Located in See Plans Title Sheet (Legal Description) of Section 32 Twp. 2 S R. 9 W

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

Highway Job 66
Pleasant Valley-Green Timber
Mills Creek
Tillamook County

ATTACHMENT "A" PRELIMINARY

Special Conditions checked apply to Material Removal Permit No. 1088

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(X) 2. The operation shall be conducted in a manner that will prevent any turbidity increase (X) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(X) 4. All potholes or removal pits shall be (X) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work _____.

(X) 5. ( ) DIKES SHALL BE CONSTRUCTED (X) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED or (X) X GRASS or X SHRUBS ___ TREES SHALL BE PLANTED _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(X) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (X) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Oct. 1 to June 1 without prior written approval from the Division of State Lands, except behind previously constructed berms.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(X) 9. Spoils, stockpiles, and other fill materials shall be placed (X) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(X) 10. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

(X) 11. The Division of State Lands retains authority to temporarily halt or modify the operation should excessive turbidity, damage to natural resources or conflicts with other users occur.

May 2, 1973

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

#7140

DATE September 19, 1973

TO C. D. Anderson, Resident Engineer
P. O. Box 169, Tillamook 97141

FROM ORIGINAL SIGNED BY R.E. ROYER
Robert E. Royer
Planning Engineer

SUBJECT
Traffic Data
Pleasant Valley-Green Timber Road
Oregon Coast Highway
Tillamook County

Mr. Robert Holland, Assistant Attorney General, requested we provide you with traffic data which could be of benefit to you in connection with the forthcoming trial involving the property settlement of R. J. Mayem and Bernice Mayem.

1973 ADT	Design Capacity of Existing Section	Estimated 1993 ADT	Design Capacity After Const.	Tolerable Capacity After Const.
3,600	3,200	6,600	6,000	9,600

The traffic volumes quoted above have been updated from those quoted in the Environmental Impact Statement prepared in June, 1971. The ADT capacity quoted in the Environmental Statement indicated an average of 2,500 vehicles per day which is an average for the entire three-mile section. When considering only that section within the Pleasant Valley area, where the speed zone is 40 MPH, the capacity is 3,200 vehicles per day. The 1973 average daily traffic is 3,600 vehicles per day.

Average Daily Traffic (ADT) is the total yearly volume divided by the number of days in the year. Based on this definition of ADT, design capacity is not expected to be exceeded until approximately 1990. However, due to the seasonal characteristics of the Coast Highway, the summer months of July and August are about 60 percent higher than the ADT, or currently approach 6,000 ADT.

Assuming that the peak summer traffic relationship to the ADT continues, then 1993 July and August ADT will be approximately 10,500. The tolerable capacity of the improved two-lane project is 9,600. Therefore, tolerable capacity for peak summer traffic is expected to be reached by approximately 1990. A tolerable capacity is defined as approaching unstable flow with operating speeds of 35 MPH.

NOTED
R. L. SCHROEDER

A 40 MPH speed zone is currently in effect through Pleasant Valley where the property is located. Therefore, a tolerable capacity is reasonable to apply to the Pleasant Valley Section for peak summer traffic conditions.

The eventual need for four-laning the subject section is not anticipated until approximately 1990. Many other sections of the Coast Highway will warrant improvement to four lanes prior to the Pleasant Valley-Green Timber Road Section, based on the relationship of capacity to traffic demand.

The right of way obtained for the subject section is adequate to construct a four-lane roadway. Therefore, when future traffic volumes increase and funding is available, four-laning can be accomplished without acquiring additional right of way.

JH:ap

cc: Robert Holland

R. L. Schroeder
C. O. Fredrickson

RECEIVED
SEP 20 1973
Office of
Assistant State Highway Engineer

bc C. T. Keasey
Walter Hart
L. J. Young
Attn: Vince Gallagher
C. O. Fredrickson
Chet Anderson
Don Trout
William Geibel (SAIF)

OREGON STATE HIGHWAY DIVISION

Versteeg
Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 20 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

September 19, 1973

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen

The Oregon Transportation Commission today accepted your proposal for work on the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County in the amount of $1,445,065 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and later on today the Administrator of Highways awarded you the project, which has been assigned Contract No. 7940.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for On-The-Job Training . The fourth paragraph of the Special Provision requires that you must receive approval of . . . .the number of trainees to be trained in each selected classification . . . . before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar workday count on this contract will begin October 1, 1973.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

E-123

7940

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 9, 1973

Mr. F. L. Fletcher
Pleasant Valley Water Company
3510 Third Street
Tillamook, OR 97141

Concurrence in Award
Water Main Adjustment
Pleasant Valley-Green Timber Rd. Sec.
Oregon Coast Highway
Tillamook County
Project No. F-137(6)

Dear Mr. Fletcher:

This will confirm Mr. Valentine's June 18, 1973, verbal concurrence in the award of the contract for your water main adjustment to LaFond & Son, Contractor, who submitted the low bid of $13,698.26. This will also confirm our earlier verbal approval of the contract method.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

cc: Robert E. Meyer Engineers
14250 SW Allen Blvd.
Beaverton, OR 97005
Attn. Mr. Pfeiffer

RECEIVED
JUL 10 1973
Office of
Assistant State Highway Engineer

bc: H. S. Coulter
G. L. Green
R. N. Chase
V. L. Gallagher
V. E. Skoog
J. B. Boyd
E. L. Everson
J. W. Valentine

7940

S

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
June 7 Bid Letting

Bids will be taken June 7 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. South Tigard Intchge-East Portland Fwy Intchge Section
Pacific Hwy, Washington and Clackamas Counties
Grade, Pave, Structure and Sign Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

2. Marquam Br-SW Spring Garden St Section
Pacific Hwy, Multnomah County
Headlight Anti-glare Screening

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. NE 122nd Ave Intchge Section
Columbia River Hwy, Multnomah County
Landscaping Project

Same as No. 2.

4. Airport Rd-Belt Line Rd Section
Pacific Hwy West, Lane County
Grade and Pave Project

I would cite paragraphs 2(b) and 2(c) of ORS Chapter 376 as being reasonable justification for eliminating the necessity for a footpath/bicycle facility in the project. The cost would be disproportionate to need or probable use as other parallel and more desirable routes are available.

5. Pleasant Valley-Green Timber Road Section
Oregon Coast Hwy, Tillamook County
Grade and Pave Project

6. An 8-foot-wide, fully separated bikeway will be provided throughout the length of this project.

6. Arcadia Beach State Wayside, Clatsop County
Day-use Improvement Project

Same as No. 2.

7. White Bridge Section
Powers Hwy, Coos County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

The primary purpose of this project is to correct a one-quarter-mile section of critical and hazardous alignment.

8. Fern Rock Cr-S. Fork Gales Cr Section
Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 2.

These matters will be on the agenda for the May 29 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. W. Wolfe
Gary Sund

JDM:jp dpy

7410

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-18-73

FEDERAL AID PROJECT NO.
F-137(7)

STATE PROJECT NO.
PLEASANT VALLEY - GREEN TIMBER ROAD SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-534

COUNTY NAME
TILLAMOOK

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
Hunter
FOR

Info	Instr	R/D	DIR	Sign	Att	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	PRIMARY ROUTE #28

STATE ROUTE NUMBER
OREGON COAST HIGHWAY ROUTE #2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH WORK SPECIFIED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  - CONTRACTOR'S FLAGGING $9,000
  - PERMANENT PAVEMENT STRIPING $800
  - STAGE CONSTRUCTION STRIPING $400
  - TEMPORARY EROSION CONTROL $4,000
  - ON THE JOB TRAINING $2,400
  - TEMPORARY FENCING AND FLAGGING AT CROSSING STA. 337 (E.W.) $6,500
  - FENCING ENDS OF CATTLE PASSES (E.W.) $300.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

NOTED
P. J. HUNTER

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-22-13
Copy young

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-18-73	Thomas G. Lovell	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7940

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 15, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project F-137(7)
Pleasant Valley-Green Timber Road Section
Contractor's Access to Right of Way

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

As requested in Mr. Asburry's May 8 letter it has been determined to be in the public interest to proceed with the advertisement for bids on the subject project even though one property, File 47307 Niflis, will not be available until May 24, approximately 1 week after the advertisement announcement is first issued.

G. L. Green

RECEIVED
STATE HWY ENGR
MAY 23 '73
REFER TO
Hunter
FOR
Mgr. | Tr. | Sup. | Dir. | Fac. | Sec. | Eng.
V

1 cy Young
1 cy Ventsey
5-23-73

NOTED
E. S. HUNTER
cc Fredrickson

5-23-73
10:30 am.
called Mr Hunter
re bid ja.

RECEIVED
MAY 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7940

Klaboe, S

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1973

TO L. H. YOUNG, Programing Engineer

FROM JOHN R. OAKES, Assistant Right of Way Engineer

SUBJECT AMENDED RIGHT OF WAY STATUS
FA Project
June 7, 1973 Bid Opening
Pleasant Valley-Green Timber Road Section
Oregon Coast Highway
Tillamook County

NOTED
F. B. KLABOE

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the subject project.

On this project the circumstances with respect to right of occupancy and use of three files warrant proceeding with advertisement for bids on the basis it will be in the public interest to do so in advance of completion of the acquisition of the rights of said files. Physical construction will not be permitted to proceed until occupants of all residentially improved properties have vacated.

This exception is in the public interest as the requirement that right of way be clear prior to PS & E will waste three weeks of the construction season that is precious in this area.

File	Name	Est. Date of Poss.	Remarks
47307	Niflis	May 24, 1973	Is occupying residence while building on remainder. Will move to DSS rental available in Tillamook if new home not ready by that time.
47292	Mayem	May 14, 1973	Hay in barn. Court ordered possession on May 14, 1973. We will pay actual costs of moving although Court only allocated $100.
47298	Varner	Have possession	At the time of 1st certification I believed that this owner had moved as required by our notice. I did not know our attorney has not requested compliance. Varner has now moved into DSS temporary housing (mobile home) and property is clear.

RECEIVED STATE HWY ENGR
MAY 11 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO/bdr

cc: [redacted]
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

7940

May 8, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Pleasant Valley-Green Timber Rd. Sec.
Oregon Project No. F-137(7)

We hereby request the requirements of paragraph 7c(e) of PPM 21-12 and 6e(1) of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above-mentioned project.

The restriction involves one property, file No. 47307 Niflis, left of Sta. 380+60 to Sta. 385+50. The State has possession of the property but has agreed to allow the Niflis family to occupy the property until May 23, 1973, at which time he must have moved out as well as removed the house that he purchased from the State. If he doesn't remove the house by the 23rd, the State will make it available to the contractor for removal.

The project will be advertised on the 17th of May with bids to be received on June 7, 1973. All right-of-way for the project is expected to be cleared by May 23, 1973, well in advance of the bid receiving date.

The attached sketch maps delineate the restricted right-of-way outlined in red and the contract specifications will contain the restrictive clause required in paragraph 6e(1) of PPM 21-6.3, that the area shown will not be available for contractor's use until after May 23, 1973.

Two other files have to be mentioned as not being cleared on this project, their status is as follows:

47298	Varner	--	Property clear.
47292	Mayon	--	Barn has hay in it; that hay will be moved by the State subsequent to May 9th and before the advertising request, if it is not removed by the owner.

DAR:bb

Attach.

cc: F. B. Klaboe
E. S. Hunter
John Oakes
J. H. Versteeg
C. G. Swenson
R. N. Chase

7910

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 3, 1973

TO L. H. Young
O F F I C E E N G I N E E R

FROM ORIGINAL SIGNED
John R. Oakes, Assistant R/W Engineer

SUBJECT Right of Way Status
FA Project
Bid Opening June 7, 1973
Pleasant Valley-Green Timber Rd. Sec.
Oregon Coast Highway
Tillamook County

NOTED
F. B. KLABOE

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project on May 7, 1973.

All individuals and families have been relocated to decent, safe, and sanitary housing, or adequate replacement housing has been made available to relocatees on this project.

Although all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of this project has been acquired. Trial or appeal of some files may be pending in court and on some files full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands and improvements have vacated, and the State has physical possession and the right to remove salvage and demolish these improvements.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

The previous certification was in error as the specified possession date for two legal files, 47292 and 47298, had passed and, lacking other information, it was assumed that we had possession. The State's attorney had been informed but had equated possession with the letting date and had not taken steps to enforce possession. We have now been assured tnat the Varners will complete their move by May 7, 1973 and that possession of file 47292 has been requested of the court. The State's attorneys are

RECEIVED
STATE HWY ENGR
MAY 3 73
REFER TO
FOR
Info
Invoice
R/W
D/R
Sign
Act
File

are being informed of the F.H.W.A regulations requiring full possession when the State request PS & E approximately five weeks before the letting date. In addition, we will not write future certifications without checking with the local Right Of Way office on the date we write the certification.

JRO:ha
cc F. B. Klaboe
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell
Jack Sollis

7940

51

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE April 19, 1973

TO L. H. Young, Office Engineer
BUILDING

FROM John R. Oakes
John R. Oakes, Assistant Right of Way Engineer

SUBJECT Right of Way Status
FA Project
Bid Opening May 24, 1973
Pleasant Valley-Green Timber Road

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the subject project.

All individuals and families have been relocated to decent, safe, and sanitary housing, or adequate replacement housing has been made available to relocatees on this project.

On this project the circumstances with respect to right of occupancy and use of File 47307 warrant proceeding with advertisement for bids on the basis it will be in the public interest to do so in advance of completion of the acquisition of the rights of said file. Physical construction will not be permitted to proceed until the occupants of all residentially improved properties have vacated.

This exception is in the public interest as: The owner is building a replacement home and has requested the right to occupy the existing house as long as possible to avoid paying rent. (Decent, Safe and Sanitary rentals are available.) He has purchased the existing structure and has guaranteed to remove it from the right of way prior to May 23, 1973. Before permission was given, his request was discussed with FHWA right of way officials.

File	Name	Est. Date of Poss.	Remarks
47307	Niflis	5-23-73	See above

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO/bdr
cc: F. B. Klaboe
V. E. Skoog
T. W. Litchfield

cc: W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

79-10

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 12, 1973

TO Rod J. Henry, District R/W Supervisor
Attention Jess Barton, District Property Agent

FROM ORIGINAL SIGNED
J. B. BOYD
J. B. Boyd
Right of Way Engineer

SUBJECT Request for Lilac Bush
File 47147 - Hughes
Pleasant Valley - Green Timber Road Section
Oregon Coast Highway, Tillamook County

NOTED
H. S. COULTER

Attached is a copy of a letter from Mrs. E. D. Foster, Route 2, Box 205, Cloverdale, OR 97112.

Would you please see if permission to dig the lilac bush can be given to Mrs. Foster by the purchaser of the store. It appears that this would be the simplest way to handle the matter.

Please contact Mrs. Foster regardless of your findings and discuss the problem with her.

JBB:JP
Attachment
cc H. Scott Coulter ✓

RECEIVED
MAR 13 1973
Office of
Assistant State Highway Engineer

REFERRED TO
Admin -
BY SECRETARY

RECEIVED
MAR 7 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JAN 5 - 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. S. COULTER

Cloverdale Ore
Mar 5-73.

Oregon State Highway
Salem Ore.

Dear Sir:

I have an unusual request.

Its concerning a plant, that will be destroyed, when the contractors come in to start work on the new hiway.

The area Im speaking of is in Tillamook County Hiway 101, the widening will go through Pleasant Valley to Green Timber road.

NOTED
A. E. JOHNSON

The Pleasant Valley grocery store has been dismantled, but on the property where the store was, is a five foot high lilac bush. This bush I helped plant thirty years ago. I would like to dig it up & bring it home, but since its now State property, I wouldnt take it without permission.

Can someone give me permission, in writing. Id appreciate this very much.

After all Mrs Lyndon Johnson asks us to plant a tree a shrub or a bush, so in the name of ecology, Id like this Lilac.

RECEIVED
STATE HIGHWAY ENGR
MAR 13 1973

Sincerely
Mrs. C. D. Foster
Rt 2 Box 205
Cloverdale, Ore. 97112

TRANSACTION NUMBER 2-42

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-23-73

BY (Signature): MR. YOUNG'S JANUARY 29, 1973 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 534 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
534	F-137(7)	2.95	1,545,000	982,000	PLEASANT VALLEY- GREEN TIMBER ROAD SECTION. TILLAMOOK COUNTY	GRADE - DRAIN - HIGH TYPE PAVEMENT.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
FEB 26 '73
REFER TO
FOR
Info | Leave | R/D | D/R | Sign | Act | File

Only
2-28-73

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-23-73	for VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7940

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1973

To:

Mr. L. H. Young
Office Engineer

SUBJECT: Pleasant Valley-Green Timber Road
Oregon Coast Highway
Tillamook County

NOTED
E. S. HUNTER

A bicycle route is included as part of the subject project in order to use Federal-aid funds for construction of the bikeway. The following information justifying the bicycle facility is offered:

Statewide Bicycle Route Plan

Our law requires that all highway construction projects be considered for incorporation of footpaths or bike routes. A bike route along the Oregon coast is included in the overall state plan and is considered a highly desirable location. Attached is a copy of the overall state bicycle route map.

Anticipated Usage

The actual usage on this bikeway cannot be determined at this time--only speculated, as no bikeways are currently operational along the Oregon Coast Highway. During the summer of 1972, many touring cyclist groups, some organized, toured the Oregon coast primarily due to its scenic values, many parks and recreational sites. Mr. Quimby, National President of the League of American Wheelmen, estimates that during the four summer months approximately 500 to 600 bicycles per month were using the Coast Highway, or 20 bicycles per day. The use of the Oregon Coast Highway by cyclists is in its infancy at the present time, and as the bike route is developed along the Oregon coast it is anticipated that future usage will far exceed this minimum. Within 3 to 5 years it is anticipated that usage may exceed 75 bicycles per day during the summer months.

Safety Considerations

The bikeway is an 8-foot-wide facility fully separated from the highway and is the ideal type in relation to safety. The edge

of the bikeway is a minimum of 25 feet from the automobile travel lanes, separated by distance and a drainage ditch facility located between the two different modes of transportation. Structurally the bikeway is designed to withstand the loading of light maintenance vehicles and stresses created by frost action.

Please forward this information to the Federal Highway Administration for prior approval of the bikeway facility.

Victor D. Wolfe
Location Engineer

JDM:jp
Enclos.
cc: E.S. Hunter

RECEIVED
FEB 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7940

February 7, 1973

Mr. Arlan R. White
Assistant Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. White:

The Highway Division has reconsidered the cattle pass on the Charles R. Moore, Jr., et al, property. This matter was brought to your attention in their letter of January 12.

The State's appraisal of this property did not indicate a cattle pass could be built on an economic justification. We have, however, reviewed the entire three-mile section which is presently being constructed and find that this is the only property being severed by the extra width right-of-way in this manner.

The safety of the traveling public as it pertains to cattle crossings is a problem, and it is our decision to install the cattle pass in order to alleviate this hazard.

Very truly yours,

F. A. Klaboe
State Highway Engineer

cc George H. Baldwin
A. E. Johnson
J. B. Boyd
C. O. Fredrickson
Rod J. Henry

JBB:jp fn

→ to Ombudsman

15015 Hwy 101 South
Tillamook, Oregon 97141
January 12, 1973

State of Oregon
Department of Environmental Quality
1400 S.W. Fifth Street
Portland, Oregon

Dear Sir:

We are one of many persons who are or have been involved in dealings with the Oregon State Highway Department.

Our 34 acre farm is located eight miles south of Tillamook, Oregon on Highway 101. This highway was built before 1920 and divides our farm in half with a 60 foot highway right of way. This farm has been in our family since 1896.

We are now in the middle of a 3 mile section of highway which is scheduled for reconstruction and/or relocation in April of this year. We have only been contacted twice in order to have any dealings with the State, the last date being Monday, January 8, 1973. The plans for this new highway are to purchase enough land for a 185 foot right of way with future plans for a four lane highway, but only two lanes as of now.

At the present time we are running 27 head of Hereford beef cattle with plans to keep increasing the herd. We have asked the Highway Department to please put in a cattle underpass for our safety, the safety of the cattle, but mainly for the safety of the motoring public, for it is necessary for us to cross the cattle across the highway every week to two weeks during the summer months for the purpose of changing pastures.

The Highway Department refuses to build an underpass for us since the State Appraisors say that the value and size of our property doesn't warrant the outlay of $8,000 to $12,000 which the underpass would cost, though they have agreed for safety sake that it is necessary. Since when does the monetary value outweigh the cost of human life or injury?

As it is now, it takes three of us to handle the crossing of our cattle, half of which are calves, across 60 feet of highway property which has a posted speed limit of 55 mph. How are we to cross a 185 foot right of way with a posted speed limit of 70 mph? The motoring public even now refuses to slow down when two vehicles with emergency four way flashers going are being used when crossing the herd. As you may know, calves have a mind of their own, and would just as soon travel up and down the highway, as to cross it.

The Highway Department has given us an unrestricted access crossing, but they will not guarantee this crossing as permanent.

If this access is ever changed, we will be unable to cross cattle and they still will not build a cattle underpass once a highway is built. How are going to cross the highway then? Why not build an underpass now when costs and expenses are lower during the initial construction plans?

If you can be of any help or service to us, we would be greatly appreciative, for we realize that we are not the only ones in this type of a situation. Thank you.

Sincerely,

Charles R Moore Jr.
Mr. & Mrs. Charles R. Moore, Jr.
Pearl A. Moore
Mrs. Pearl A. Moore

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Pleasant Valley - Green Timber Rd Unit _____
Highway Oregon Coast County Tillamook Prefix _____
Length _____ Designer D.E. Hansen Draftsman _____ Date 1-30-73
Signed _____ Title _____

Grading & Drainage		$ 12,470.75
Surfacing		$
Extra Work		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
Total Extra Work		$
TOTAL		$ 12,470.75
+ 20% Engineering and Contingencies		$ 2,494.15
Structures		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 14,964.90

Cattle Pass - Sta. 350+50

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Pleasant Valley-Green Timber Rd Unit ____
Highway Oregon Coast County Tillamook Prefix ____
Length ____ Designer A.L. Hansen Draftsman ____ Date 1-29-70

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
84" Culv. Pipe (Cattle Pass)	Lin. Ft.	130	5	135	63.00	$8,505.00
Trench Excavation	Cu. Yd	260	25	285.	4.00	1,140.00
General Excavation	Cu. Yd.	380	35	415	.85	352.75
12" Culvert Pipe	Lin. Ft.	225	20	245	4.40	1,078.00
Ditch Excavation	Cu. Yd.	425	40	465	3.00	1,395.00
						$12,470.75

Total 12,470.75

Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.

(32) Sta."YF" 12+25 Lt.
Inst. 18" Culv. Pipe - 36'
Tr. Exc. 10 C.Y.

Sec. 3

YELLOW

P.O.T.

O.T.

3 5 7 11 29 13 15

Easement

S. 31° 40' 00" W.

55'R.

20:1 Taper

2 4 6 10 12 14 16

345 350

100' R.

Access Contr

Bike path

Roadway

(27) Sta. 365+75 To Sta. 366+40
Const. Drainage Ditch
5' Bottom, 2:1 Slopes
Dt. Exc. 155 C.Y.

(28) Sta."SS" 358+55 To Sta."SS" 363+75
Inst. 8" Perf. Drain Pipe - 520'

31 32

Easement (Not in proper Location)

"YF" LINE

Ground Line @ ℄

350+50 P.O.T.

"SS" 350+50 (12' Lt.)

Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.

(32) Sta."YF" 12+25 Lt.
Inst. 18" Culv. Pipe-36'
Tr. Exc. 10 C.Y.

Sec. 32 R.2E. FIR

YELLOW

345+43.98 P.O.T.

"YF" 10+45.54 P.O.T.

RIW

Easement

Access

Move Bikepath To Roadway

(27) Sta. 365+75 To Sta. 366+40
Const. Drainage Ditch
5' Bottom, 2:1 Slopes
Dt. Exc. 155 C.Y.

24" Conc. Culv. Pipe
"MA" Inlet
ipe-'48'

(28) Sta."SS" 358+55 To Sta."SS" 363+75
Inst. 8" Perf. Drain Pipe-520'

350+50 P.O.T.

SS" 350+50 (12' Lt.)

Ground Line

Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.

(32) Sta."YF" 12+25 Lt.
Inst. 18" Culv. Pipe - 36'
Tr. Exc. 10 C.Y.

YELLOW

P.O.T.

Easement

S. 31° 40' 00" W.

Access

Contr

Easement
(Not in proper Location)

"YF" LIN

Ground Line @ ℄

(27) Sta. 365+75 To Sta. 366+40
Const. Drainage Ditch
5' Bottom, 2:1 Slopes
Dt. Exc. 155 C.Y.

(28) Sta."SS" 358+55 To Sta."SS" 363+75
Inst. 8" Perf. Drain Pipe - 520'

350+50 P.O.T

"SS" 350+50 (12' Lt.)

20:1 Taper

55' R.

100' R.

80' R.

20' R.

8" Perf.

36"

345

350

13

Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.

(32) Sta."YF" 12+25 Lt.
Inst. 18" Culv. Pipe - 36'
Tr. Exc. 10 C.Y.

345 "43.98 P.O.T.
"YF" 10+45.54 P.O.T.

YELLOW FIR RD.
Sec. 33

RIW

Easement

Move Bike Path To Roadway

(27) Sta. 365+75 To Sta. 366+40
Const. Drainage Ditch
5' Bottom, 2:1 Slopes
Dt. Exc. 155 C.Y.

24" Conc. Culv. Pipe
"MA" Inlet
Pipe - 48'

(28) Sta."SS" 358+55 To Sta."SS" 363+75
Inst. 8" Perf. Drain Pipe - 520'

350+50 P.O.T.
"SS" 350+50 (12' Lt.)

Access

Ground Line

Easement Not in Proper

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Pleasant Valley - Green Timber Rd Unit _____
Highway Oregon Coast County Tillamook Prefix _____
Length _____ Designer L.L. Hansen Draftsman _____ Date 1-30-73
Signed _____ Title _____

Grading & Drainage		$ 12,470.75
Surfacing		$
Extra Work		
	$	
Total Extra Work		$
TOTAL		$ 12,470.75
+ 20% Engineering and Contingencies		$ 2,494.15
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 14,964.90

Cattle Pass - Sta. 350+50

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Division 4 Walker Creek Tunnel to P.J. Unit _____
Highway Oregon Coast County Tillamook Prefix _____
Length _____ Designer J.L. Hansen Draftsman _____ Date 1-23-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
84" Culv. Pipe (Cattle Pass)	Lin. Ft.	130	5	135	63.00	$ 8505.00
Trench Excavation	Cu. Yd	260	25	285	4.00	1,140.00
General Excavation	Cu. Yd.	380	35	415	.85	352.75
12" Culvert Pipe	Lin. Ft.	225	20	245	4.40	1,078.00
Ditch Excavation	Cu. Yd.	425	40	465	3.00	1,395.00
						$12,470.75

Total 12,470.75

Proposal — for Moore
to use Robitsch
Cattle Pass.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Pleasant Valley - Green Timber Rd. Unit _____
Highway Oregon Coast County Tillamook Prefix _____
Length _____ Designer A. L. Hansen Draftsman _____ Date 1-30-73
Signed _____ Title _____

Grading & Drainage	$ 543.00
~~Surfacing~~ Fencing, Gates, & Cattle Guards	$ 6,956.25
Extra Work	
_____	$ _____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
Total Extra Work	$ _____
TOTAL	$ 7,499.25
+ 20% Engineering and Contingencies	$ 1,499.85
Structures	
_____	$ _____
_____	_____
_____	_____
_____	_____
Total Structures	$ _____
Right of Way	$ _____
Total Estimated Cost	$ 8,999.10

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Pleasant Valley - Green Timber Rd. Unit _____
Highway Oregon Coast County Tillamook Prefix _____
Length _____ Designer A.L. Hansen Draftsman _____ Date 1-30-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Type 2 Fence	Lin. Ft.	1975	5% 100	2075	.75	$1556.23
Gates - 16 feet	Each	8		8	300.00	2400.00
Cattle Guards (Timber)	Each	2		2	2500 Metal 1500 Wood	3,000.00
18" Culv. Pipe	Lin Ft.	64	6	70	6.50	455.00
Trench Exc.	Cu. Yd	20	2	22	4.00	88.00
						$7,499.25

Total 7,499.25

Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.

345+43.98 P.O.T.
"YF" 10+45.54 P.O.T.

YELLOW FIR RD.

Sec.

Sec.

RIW

340

345

2 Cattle Guards

2 Gates

72" Tile

24"

8" Perf.

S.35°40'W.

20:1 Taper

20:1 Taper

55'R.

55'R.

100'R.

20'R.

Gate

Gate

Extend Pipe

Extend Pipe

(27) Sta. 365+75 To Sta. 366+40
Const. Drainage Ditch
5' Bottom, 2:1 Slopes
Dt. Exc. 155 C.Y.

...mc. Culv. Pipe
...rlet
48'

(28) Sta. "SS" 358+55 To Sta. "SS" 363+75
Inst. 8" Perf. Drain Pipe - 520'

Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.

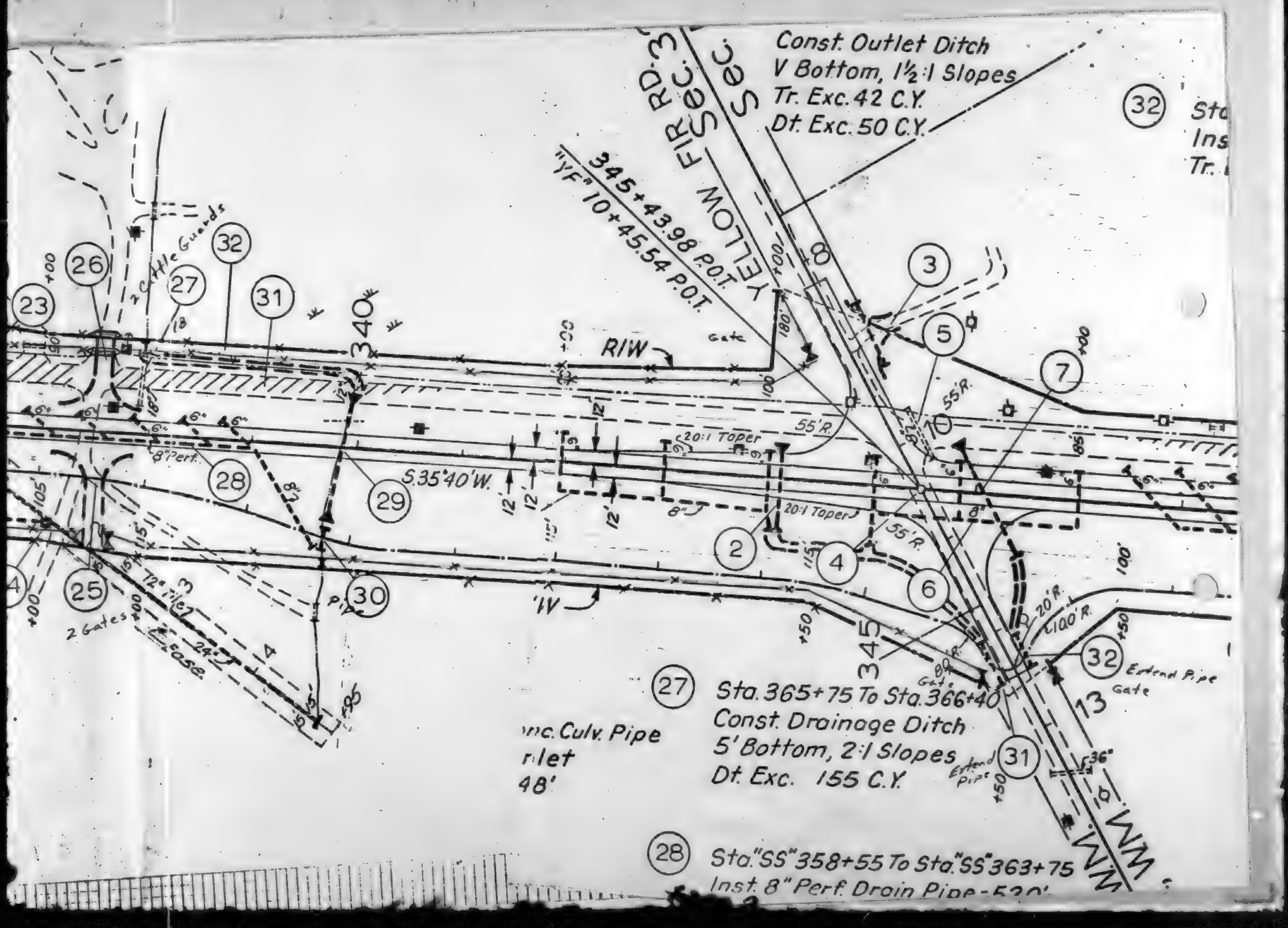
YELLOW FIR RD. Sec. 3 Sec.

345+43.98 P.O.T.
"YF" 10+45.54 P.O.T.

335+00 20 21 22 +50 23 +00 26 27 32 31 340 RIW 3 5 1

2 Cattle Guards

Exist. Gate 80 +50 30 105 90 18 90 12½ 95 6" 6" 6" 6" 6" 6" 18" 18" 8" Perf. 28 29 S.35°40'W. 12 12 12 12 8" 20:1 Taper 20:1 Taper 55'R. 55'R. 55'R. 8" 8" 8"


Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.
345+43.98 P.O.T.
"Y" 10+45.54 P.O.T.
YELLOW FIR RD.
Sec.
Sec.
RIW
Gate
2 Cattle Guards
8" Perf.
S.35°40'W.
20:1 Toper
55' R.
2 Gates
72" Pipe
24"
Base
Ext.
Extend Pipe
Gate
Sta. 365+75 To Sta. 366+40
Const. Drainage Ditch
5' Bottom, 2:1 Slopes
Dt. Exc. 155 C.Y.
Sta. "SS" 358+55 To Sta. "SS" 363+75
Inst. 8" Perf. Drain Pipe - 520'

Const. Outlet Ditch
V Bottom, 1½:1 Slopes
Tr. Exc. 42 C.Y.
Dt. Exc. 50 C.Y.

345+43.98 P.O.T.
"YF" 10+45.54 P.O.T.

YELLOW FIR RD.

Sec. 3

Sec. 8

335+00

340+00

345+00

RIW

Gate

180'

100'

55'R.

20:1 Taper

S.35°40'W.

2 Cattle Guards

8" Perf.

12" Tile

24"

2 Gates

Gate

105'

18"

20'R.

(19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (2) (3) (4) (5) (6) (7)

(27) Sta. 365+75 To Sta. 366+40
Const. Drainage Ditch
5' Bottom, 2:1 Slopes
Dt. Exc. 155 C.Y.

...nc. Culv. Pipe
...let
48'

(28) Sta. "SS" 358+55 To Sta. "SS" 363+75
Inst. 8" Perf. Drain Pipe - 520'

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Pleasant Valley - Green Timber Rd Unit ____
Highway Oregon Coast County Tillamook Prefix ____
Length ____ Designer A. L. Hansen Draftsman ____ Date 1-30-73
Signed ____ Title ____

Grading & Drainage	$ 543.00
~~Surfacing~~ Fencing, Gates, & Cattle Guards	$ 6,956.25
Extra Work	
____	$ ____
____	____
____	____
____	____
____	____
____	____
____	____
____	____
____	____
____	____
Total Extra Work	$ ____
TOTAL	$ 7,499.25
+ 20% Engineering and Contingencies	$ 1,499.85
Structures	
____	$ ____
____	____
____	____
____	____
Total Structures	$ ____
Right of Way	$ ____
Total Estimated Cost	$ 8,999.10

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Pleasant Valley - Green Timber Rd. Unit _____
Highway Oregon Coast County Tillamook Prefix _____
Length _____ Designer A.L. Hansen Draftsman _____ Date 1-30-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Type 2 Fence	Lin. Ft.	1975	5% 100	2075	.75	$1556.25
Gates - 16 feet	Each	8		8	300.00	2400.00
Cattle Guards (Timber)	Each	2		2	2500 Mat'l 1500 Wood	3,000.00
18" Culv. Pipe	Lin Ft.	64	6	70	6.50	455.00
Trench Exc.	Cu. Yd	20	2	22	4.00	88.00
						$7,499.25

Total 7,499.25

Coos 31
101

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 6, 1973

Pleasant Valley
Green Timber

Mrs. Pearl A. Moore
15015 - 101 South
Tillamook, Oregon 97141

Dear Mrs. Moore:

After our meeting of January 16, I did considerable investigation on the problems which you brought to my attention. I believe that for the most part these problems have been settled to your satisfaction.

The area down stream from the tussock patch will be bypassed and the drainage routed from the seepage area to a drainway to the south.

The taking at the southeast corner of Highway 101 and Yellow Fir Road has been reviewed and minimized. The taking from your property will be reduced to provide only a minimum-type intersection.

Also, after the meeting we reviewed again our basic design relative to your request for a cattle pass. After consultation it was our opinion that even though we could not rationalize this cattle pass from an economic standpoint that there would be some justification from a safety standpoint, and so altered our design.

As you can see, our present design is almost completely to your desires of our meeting of January 16. I hope the benefits accruing to your property will be enjoyed by you.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:JP
CC A. E. Johnson
Frank Hall
C. O. Fredrickson
Rod J. Henry

NOTED
E. S. HUNTER

RECEIVED
FEB 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. E. JOHNSON

7940

January 29, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM
L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Primary project.

Item No.	Project No.	Section Name
534	F-137(7)	Pleasant Valley-Green Timber Rd.

Enclosed is a copy of the Executive Department letter of March 17, 1970, approving the project.

Enc.
JG:dg

cc R. H. Chase
B. L. Gifford

7940

January 29, 1973

TO G. L. Green
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project F-137(7)

We are submitting program data for one project, Item No. 534, Project No. F-137(7), "Pleasant Valley-Green Timber Road Section," which we desire to have included in the Federal-aid Primary Highway Program.

It is our present intention to receive bids for this project on March 29, 1973.

Documentation of compliance with Environmental Impact (PPM 90-1), Clearinghouse Reviews (IM 50-1-70) and Public Hearings (PPM 20-8) was submitted under Project No. F-137(5).

Data concerning the bicycle path is being submitted as a separate action.

Enc.

JG:dg

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

P.

FORM PR-1 (REV. 4-61)

1-29-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 101 Pleasant Valley South 2.95 mi.	ADT	3,450	6,600	93	10	Oregon	35	012	534

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
High-type Pave.								F-	137	(7)	

FUNDS: Primary

AREA

COUNTY NAME: Tillamook — CODE: 057

ROUTE NO. P — FEDERAL-AID: 2 — STATE: 9 — U.S.: 101

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		US 101 Pleasant Valley South 2.95 mi.						Gr., Dr., 2-12' lanes H.T. Pave. with 10' shldrs. const. bi-cycle path & portable loadometer site.
	ROW								
	CONST (CODE) 6204		"Pleasant Valley-Green Timber Rd. Sec."	2.95	1,545,000	982,000	563,000		ROW - 165' min.; access control-partial; parking restrictions - none.
			PROJECT TOTALS	2.95	1,545,000	982,000	563,000		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Items 503 & 530; Project No. F-137(5) & (6), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

1-29-73

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	US 101 Pleasant Valley South 2.95 mi. 21 68	ADT	3,450	6,600 (66) (70)	93 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER
CARD 3	Gr., Dr., High-type Pave. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (76)	F- 14 23	137 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Primary	Tillamook	057 (14)

NAME OF URBAN AREA (17-31)

ROUTE NO. P | FEDERAL-AID 2 (32) | STATE 9 (36) (37) | U.S. 101

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14) (15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		US 101 Pleasant Valley South 2.95 mi.					
5					ROW							
5					CONST (CODE) 6204		"Pleasant Valley-Green Timber Rd. Sec."	2.95	1,545,000	982,000	563,000	
							PROJECT TOTALS	2.95	1,545,000	982,000	563,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (32) REMARKS

Additional Data: Items 503 & 5
F-137(5) & (6), respectively.

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

Project No. F-137(7)

Project Data: The work consists of grading and draining two 12-foot lanes of high-type pavement with 10-foot shoulders, construction of an 8-foot bicycle path and a portable loadometer site. Also included is signing, seeding, mulching and other incidental work common to this type of project.

NOTE: (a) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Documentation for Requirements of IM 20-4-72: The proposed project lies within the corridor of the existing highway facility. The centerline of the proposed roadway deviates slightly from the centerline of the existing roadway with a maximum horizontal offset, at only one point, of approximately 180 feet. The seven items, however, set forth in paragraph 4b of IM 20-4-72 are analyzed in the "Final Environmental Impact Statement" to whatever extent they are applicable, with Item 5 augmented further in the "Location/Design Study Report".

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-15-73

FEDERAL AID PROJECT NO. F-137(6)

STATE PROJECT NO. PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. P-530

COUNTY NAME TILLAMOOK

PROGRAM STAGE (Check) [ ] 1. [*] 2.

TO:

7940

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JAN 16 '73
REFER TO
FOR

Info	Invest	R/D	O/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	JANUARY 15, 1973	PRIMARY ROUTE #11	OREGON COAST HIGHWAY ROUTE #9

GENERAL DESCRIPTION OF WORK:
OUR PROGRAM MEMORANDUM DATED 8-23-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YU ARE NOW AUTHORIZED TO PROCEED WITH

GENERAL DESCRIPTION OF WORK:
ACTUAL ADJUSTMENTS FOR PLEASANT VALLEY WATER COMPANY'S WATER LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $15,091.83 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[*] OTHER (Specify) UTILITY ADJUSTMENT.

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS APPROVAL AND PARTICIPATION FOR THE ELIGIBLE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 11-29-72.
WE APPROVE THE AGREEMENT WITH THE PLEASANT VALLEY WATER COMPANY CONSISTING OF YOUR REGIONAL UTILITY ENGINEER'S VERBAL STATEMENT OF CONFLICT, THE 11-26-72 PLEASANT VALLEY WATER COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 1-9-73 LETTER. RECEIPT OF MR. J.W. VALENTINE'S 12-28-72 AFFIDAVIT OF THE PLEASANT VALLEY WATER COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.
SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-15-73	Warren W. Conard	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

, reluctant victim of highway construction plans

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The highway will be two lanes wide with 12-foot travel lanes and 10-foot shoulders. Enough right-of-way will be purchased by the state so roadway can eventually be expanded to four lanes.

This is the first in a three phase plan to widen and straighten the road through south Tillamook county. The first curve to be ironed out as the project begins its march south, will also erase much of the community of Pleasant Valley.

District engineer's plans call for nine families involving about 36 persons and three businesses to be displaced by the $1.50 million construction project.

Among those families relocated are the James Pollards who recently moved from a newly remodeled 6-bedroom home on 11 acres of property to make room for the new road.

"We're pretty bitter about the highway coming through," said Jim Pollard in the living room of his home on Matelock road, closer to Tillamook. "We owned 27 head of cattle and paid county taxes on a farm. But according to the state we're not a farm, and we got no relocation benefits for being a farm.

"An ordinary person can't interpret the highway's rules and regulations. But we love our home too much to quit. We'd fight again if we had to."

"We'd lived on our land for three and a half years and were just getting to the point where we could realize a return on the work we'd done when we had to leave.

"We fought it for a year, but if you decide to stay you're whipped before you begin. An ordinary person can't interpret the highway's rules and regulations. You have to hire an attorney. But we loved our home too much to quit. We'd fight again if we had to," Pollard said.

Pollard, a retired service man, works for the State Forestry Dept. In addition to operating his small farm.

"It's a good thing the highway's being straightened out. The first ice or rain there would be people in the ditch because they couldn't make the curve."

The James Sheldons -- a young family with a 16-month old baby -- will also be displaced, but are matter-of-fact about the state's decision to come through their land.

"We knew the state was coming through when we bought the house from my husband's grandparents two years ago. They wanted to move; we needed a place to live for a few years. We weren't hurt by it," commented Joyce Sheldon.

"I feel it's a good thing the highway's being straightened out. The first ice or rain there would be people in the ditch because they couldn't make the curve. I would have been upset if we'd had to move away from Pleasant Valley, but we found a place just down the road. All our relatives are here," said Mrs. Sheldon.

James Fox, one-time Pleasant Valley business man, now works a dairy farm in Hemlock. His grocery store-residence lay directly in the path of the proposed highway and was one of the first properties to be purchased by the state.

"We did well with our living quarters in the same building as the store. But we can't afford to buy a store and house separately," said Fox.

"I got a letter last April telling me to be out of the store in four to six weeks. I wasn't paid for the store until August and was living with no income until then," Fox continued.

"I figure I'm in a place where the highway can't reach me now. They'll have to carry me away from here."

"I figure I'm in a place where the highway can't reach me now. They'll have to carry me away from here."

They were allowed ten days to submit written statements which were added to the record.

One Pleasant Valley resident, Elsie Greenfield, feels the State Highway Division listened and changed its plans in view of her testimony. "They had originally planned to come within 32 feet of our new four bedroom home and take out all our trees, when there was undeveloped land across the street. We are pleased that they have now changed their plans and are not coming as close to the house."

The State Highway Division held a public hearing in April, 1971, for about 50 minutes to give an opportunity for public participation in highway design and location. About 50 people attended and their testimony was made part of the record.

ay for the new road. Fox, who
usiness, is now a dairy farmer

What we ended up with was three and a half years of work and we broke even. We weren't even paid for our work. --James Pollard

"I really don't see why they had to take out so many people's homes. That's what is bothering people -- the highway's coming right where people's homes are." -- Henry Greenfield.

Pleasant Valley: a reluctant victim of highway c

By Mary Welsh

George and Carol Mackey, nine year residents of Pleasant Valley, had what they've always wanted in a piece of property -- a creek to water their cattle, a garden and a home away from the highway where their children could play in

On March 29, 1973, construction will begin on a 3-mile stretch of highway 101 that the Mackey's feel will ruin their desirable property

"The state is buying a lot of our property and putting a highway right to our doorstep, but they won't buy our house. They're taking our beautiful garden and our creek away from us," said Mrs. Mackey. "And they're not leaving us enough land for anything."

The section of highway is being improved because traffic already exceeds the existing road's capacity, according to the Oregon State Highway Division.

Traffic on this section of highway averaged 2,950 vehicles daily in 1969. By 1990 traffic is expected to double. Capacity of the existing highway is computed to be 2,500 vehicles daily.

The highway will be two lanes wide with 12-foot travel lanes and 10-foot shoulders. Enough right-of-way will be purchased by the state so roadway can eventually be expanded to four lanes.

This is the first in a three phase plan to widen and straighten the road through south Tillamook county. The first curve to be ironed out as the project begins its march south, will also erase much of the community of Pleasant Valley

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"We'd lived on our land for three and a half years and were just getting to the point where we could realize a return on the work we'd done when we had to leave.

"We fought it for a year, but if you decide to stay you're whipped before you begin. An ordinary person can't interpret the highway's rules and regulations. You have to hire an attorney. But we loved our home too much to quit. We'd fight again if we had to," Pollard said.

Pollard, a retired service man, works for the State Forestry Dept. in addition to operating his small farm.

"It's a good thing the highway's being straightened out. The first ice or rain there would be people in the ditch because they couldn't make the curve."

The James Sheldons -- a young family with a 16-month old

What we ended up with was three and work and we broke even. We weren't e work.--James Pollard

Pleasant Valley Store, once owned by James Fox, is being dismantled to make way for new U. S. Highway 101. The store was one of three businesses in the community to be displaced when the state purchased right-of-way for the new road. Fox, who left the grocery business, is now a dairy farmer in Hemlock.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-12-72

FEDERAL AID PROJECT NO.
F-137(5)

STATE PROJECT NO.
PLEASANT VALLEY - GREEN TIMBER ROAD SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-503

COUNTY NAME
TILLAMOOK

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7948

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS™
STATE OF OREGON
SALEM, OREGON

12-22-72
REFERRED TO
Young
BY

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 19, 1972	PRIMARY ROUTE #11
		STATE ROUTE NUMBER: OREGON COAST HIGHWAY #9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47320 ROBERTS, AS REQUESTED IN MR. YOUNG'S DECEMBER 4, 1972 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.

FILE # 47320 - ROBERTS

- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
STATE HWY ENGR
DEC 21 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-19-72	F. M. Matthews for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
FOR FILING

5f

OREGON STATE HIGHWAY DIVISION

7940

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 18, 1972

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

MISC. CONTRACTS and AGREEMENTS No. 46125

SUBJECT: Throughway Agreement
Pleasant Valley-Green Timber Rd. Sect.
Oregon Coast Hwy., No. 9
Tillamook County

Dear Mr. Green:

Attached hereto are two conformed copies of a Throughway Agreement covering right-of-way acquisition, adjustment of utilities, construction, and maintenance along subject section.

An advance copy of this agreement was forwarded to you under the date of November 9, 1972.

Please give this matter your consideration and, if your concurrance is required, notify this office and original copies from the Highway Commission files will be presented for the proper signatures.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H.S. Cox

H. S. Cox
County and City Engineer

MCH:ljt
Att.

cc: R. L. Schroeder
L. H. Young
L. I. Lindas
C. W. Head

NOTED
C. W. HEAD

Const.
R/W
101 - Tillamook
Sp.

November 16, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Throughway Agreement with Tillamook County
Pleasant Valley-Green Timber Road Section
Oregon Coast Highway

Tillamook County has signed a throughway agreement clearing the way for construction of the subject section of the Coast Highway.

Basically, this agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, drainage, grading, base, paving, and permanent signing. A bikeway is planned for the entire length of the project and this facility will also be constructed and maintained by the State. The County has agreed to cooperate in the adjustment of any utility installations which may be in conflict with the plans, and concurs in the State's recommendation for the closure and realignment of Green Timber Road.

It is now scheduled to open bids for this project on March 29, 1973, and the cost of the work for this section has been estimated at $1,305,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. This matter will be presented for your consideration at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
Tom Edwards
E. S. Hunter
R. L. Schroeder
L. H. Young
D. H. Moehring
Frank L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
J. B. Boyd
Gary Ross
Gary Sund

MCH:ljt dps

RECEIVED
DEC - 1972
FOR FILING

7240

G. L. Green, Division Engineer

December 4, 1972

L. M. Young
Programing Engineer

Project No. F-137(5)
Pleasant Valley-Green Timber
Rd. Sec. (ROW)
(File 47320-Roberts)

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the subject project as outlined in red on the enclosed sketch map. The right-of-way map previously submitted, and on which your authorization of June 21, 1972 was based, outlined only a portion of the area which will be required from the owners of this property. It has since been decided to acquire all the right-of-way required from this property owner at one time rather than repeated negotiations. There are improvements within the area to be acquired, however we have been informed by the right-of-way agent that the house is vacant and abandoned, therefore no displacement of a family or individual will result from the acquisition of this parcel.

No increase in the estimated total cost or federal funds for the project as programed is anticipated for this additional right-of-way.

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
H. Mitchell

TRANSACTION NUMBER 8-78

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-23-72

BY (Signature): MR. YOUNG'S AUGUST 17, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 530 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
530	F-137(6)	3.00	18,000	11,400

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
PLEASANT VALLEY-GREEN TIMBER ROAD SECTION. TILLAMOOK COUNTY	UTILITY ADJUSTMENTS.

RECEIVED
STATE HWY ENGR
AUG 28 '72
REFER TO FBK
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8-27-72 Young

RECEIVED
BPR AUG 29 1972
FLOOD PLANNING

17940

NOTED TOM EDWARDS

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK BY THE UTILITY COMPANIES.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-23-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927

INTERIM
AUG 18 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

79:40

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 17, 1972

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project F-137(6)

We are submitting program data for one Primary Utility adjustment project, Item No. 330, Project No. F-137(6), "Pleasant Valley - Green Timber Road Section", which we desire to have included in the Federal-Aid Primary Highway Program.

Documentation of compliance with Public Hearing (PPM20-8), Environmental Impact (PPM 90-1) and Clearinghouse Review (IM 50-1-70) was submitted under Project F-137(5).

We request your authorization to proceed with the necessary preparatory work by the Utility Companies.

Enclosures

RNC:kds

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-17-72

PROJECT LOCATION (4 typewriter spaces)
US 101 Pleasant Valley South 3.0 mi.

ADT | PRESENT: 3,200 | FUTURE: 6,100 | YEAR: 92 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 | APPN CODE: 012 | ITEM NO.: 530

PROPOSED WORK (33 typewriter)
Adjustments

NATL. FOREST | FA ROUTE NO. | SUFX | U.S. CLASS. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER (S) F- | NUMBER 137(6) | SEQ. NO. | T. Projects Only: POST MI. | DESIG.

FUNDS: Primary

AREA

COUNTY NAME: Tillamook | CODE: 057

ROUTE NO. P | FEDERAL-AID | STATE 9 | U.S. 101

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		US 101 Pleasant Valley southerly 3.0 miles						Adjustment of Utility facilities including prep. work. (Ultimate 4-12 land facility with 10 shldrs and 16' median)
	ROW		"Pleasant Valley-Green Timber Road Section"						
	CONST (CODE) Y060			3.00	18,000	11,400	6,600		ROW - 165' Min.; Access Control-Partial; Parking Restrictions-None.
	PROJECT TOTALS			3.00	18,000	11,400	6,600		

ESTIMATED PROJECT COST BY PHASES

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item 503, Project No. F-137(5).

(OVER)

USCOMM DISCOMM-DC 46808-P61

Budget Bureau No. 41-R2067;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

8-17-72

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): US 101 Pleasant Valley South 3.0 mi.	ADT	PRESENT: 3,200	FUTURE: 6,100	YEAR: 92	REGION: 10	STATE NAME: Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Utility Adjustments	NATL. FOREST	FS ROUTE NO.	SUPV. DIST.	DA CLASS.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER (S): F- ; NUMBER: 137(6)
CARD 4	CLASS OF FEDERAL FUNDS: Primary						COUNTY NAME: Tillamook		CODE: 057
	NAME OF URBAN AREA						ROUTE NO. P	FEDERAL-AID: 9	STATE	U.S. 101

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (59)	(59) (66)	(67) (76)		
5					PE		US 101 Pleasant Valley southerly 3.0 miles					
5					ROW		"Pleasant Valley-Green Timber Road Section"					
5					CONST (CODE) Y060			3.00	18,000	11,400	6,600	
								PROJECT TOTALS 3.00	18,000	11,400	6,600	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(18) (23) (24) (28) REMARKS

Additional Data: Item 503.

PLEASANT VALLEY - GREEN TIMBER ROAD SECTION
PROJECT F-137(6)

:

work consists of adjustment of the following Utility Companies highway section to facilitate the construction project, which is he near future, by advance clearance of Utilities from the right

Company	Estimated Cost
Water Company*	$12,000
Utility District	4,000
ll Telephone Company	2,000
Total	$18,000

nt Valley Water Company plans to have an Engineering Consul-
s for the adjustment of their facilities. Approval of Consultant
requested under separate action.

orts, Railroads, Water Development, Historical and Recreational
ved

eld April 13, 1971 and certification required by Section 128 "Public
le 23 U.S.C. was made under our letter of July 6, 1971.

FHWA memo of August 20, 1971.

t Clearinghouses' approval and nonaction submitted under our letter
requesting location/design approval.

Final Environmental Impact Statement submitted under our letter of June 24, 1971, and approved August 20, 1971.

REMARKS CONT:

Project Data: The work consists of adjustment of the following Utility Companies facilities on this highway section to facilitate the construction project, which is contemplated in the near future, by advance clearance of Utilities from the right of way.

Utility Company	Estimated Cost
Pleasant Valley Water Company*	$12,000
Tillamook Public Utility District	4,000
Pacific N. W. Bell Telephone Company	2,000
Total	$18,000

*NOTE: Pleasant Valley Water Company plans to have an Engineering Consultant prepare plans for the adjustment of their facilities. Approval of Consultant Contract is being requested under separate action.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None Involved

Public Hearing: Held April 13, 1971 and certification required by Section 128 "Public Hearings" of Title 23 U.S.C. was made under our letter of July 6, 1971.

Design Approval: FHWA memo of August 20, 1971.

State and District Clearinghouses' approval and nonaction submitted under our letter of July 6, 1971, requesting location/design approval.

Final Environmental Impact Statement submitted under o
1971, and approved August 20, 1971.

RECEIVED
JUN 22 1972
FILING

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-21-72

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. F-137(5)
		STATE PROJECT NO. PLEASANT VALLEY RD. - GREEN TIMBER ROAD SECTION
		COUNTY NAME TILLAMOOK
	ITEM NO. P-503	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO: 79540

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

6.26-72 You.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JUNE 21, 1972	PRIMARY ROUTE #11 / OREGON COAST HIGHWAY ROUTE #9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION AS OUTLINED IN RED ON RIGHT OF WAY MAP 98-9-12 AS REQUESTED IN MR. YOUNG'S JUNE 15, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

- ☒ OTHER (Specify) RELOCATION PAYMENTS ~

- ☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS

NOTED F. B. KLABOE

- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED FOR RECORDS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

THE USE OF THE REGION 2 RIGHT OF WAY OFFICE AS A PROJECT RELOCATION OFFICE IS APPROVED.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-21-72	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUN 15 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7940

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE June 15, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Project No. F-137(5)
Pleasant Valley-Green Timber Rd. Sec.
Right of Way

We hereby request your authorization to proceed with all phases of right-of-way acquisition, including incidental work and relocation assistance payments for the balance of the project as programed and as outlined in red on the enclosed copy of right-of-way map 98-9-12.

The revised relocation plan for the project was approved by your letter of December 8, 1971 and within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. This assurance is based upon an analysis of the relocation problems and the relocation plan previously submitted and approved. Relocation assistance will be provided from the Region 2 Right of Way Office at 2960 State Street in Salem.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

Enc.

CL:dg

cc J. R. Oakes
R. N. Chase
M. Mitchell

RECEIVED
JUN 1 1972
FOR FILE

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7910

HIGHWAY BUILDING • • • SALEM, OREGON PHONE 378-6597310

June 8, 1972

Tillamook Peoples Utility District
Pacific Northwest Bell Telephone Company
Pleasant Valley Water Company

RE: Preliminary Right of Way Map
Pleasant Valley-Green Timber
Road Section
Oregon Coast Highway
Tillamook County

Gentlemen:

Enclosed you will find _____print(s) of the preliminary right of way map, our File No. 9B-9-12, on the above subject project. The present tentative schedule calls for opening of bids on December 28, 1972.

It is the obligation of the State to reimburse the utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation, should be submitted to Mr. J. W. Valentine, Region Utility Engineer, 205 East Salem Highway Building, Salem, Oregon 97310. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

RMF:fw
Enc.
cc: A. E. Johnson
J. B. Boyd
J. W. Valentine
H. H. Patterson
E. L. Everton

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
A. E. JOHNSON

By
for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
APR 20 1972
FOR FILING
7940

bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
V. D. Wolfe.
W. E. Schwartz

April 20, 1972

Mrs. Elsie Greenfield
16460 Highway 101 South
Tillamook, OR 97141

Dear Mrs. Greenfield:

Pleasant Valley-Green Timber Road Section
Oregon Coast Highway

In reply to your letter of April 4, the location surveys are complete and the data should be in this office next week for review and preparation of right-of-way descriptions and plans. As soon as the location data has been reviewed, we will have our Regional Engineer or his representative contact you.

The current proposal does involve lands held by Publisher's Paper Company across from your property.

It is anticipated that a bicycle trail will be constructed in conjunction with this project and more right-of-way will be required to accommodate the facility.

Rights-of-way are normally staked prior to the negotiation for the required property. When we begin negotiation for the right-of-way on this project, you will be contacted. It is hoped that we will be able to contact you by the middle of this summer.

If you have further questions, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

GCW:jp ia

Hinds

Tillamook, Ore.
April 4, 1972

Ore. State Highway Div
Salem, Ore. 97310

RECEIVED
APR 7 1972
LOCATION
SECTION

Dear Mr. Porter:

We have been waiting since your letter of Sept. 28, 1971 to learn just how the then "current proposal" to move the highway center line away from our property and an elevation of the proposed roadway would "reduce the impact on our property significantly".

You ended your letter by saying "A more definite plan will be available in the near future from which we can advise you

in more detail."

We keep getting a little feed back here and there but as yet have not been directly approached.

At ~~seem~~ present wise and only fair ~~that~~ we wish to have a row of stakes driven across our property designating the exact right of way line.

This must be done before we will talk to any of you in regards to negotiations.

Verbal agreements are worthless when the contractor comes along with his blueprints and

and puts his bulldozers to work accordingly.

Do you plan to take part of the rightaway off Publishers across the road from us?

Will the bicycle trail take an extra cut off our property?

Very sincerely,
Elsie Greenfield
16460 Hy 101 So

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1971
FOR FILING

Coast
R/W
101 - Tillamook

Pl. Valley -- Gr Timber
4406

September 28, 1971

Mrs. Elsie Greenfield
16-460 Highway 101 South
Tillamook, Oregon 97141

Dear Mrs. Greenfield:

In your September 3 letter, you asked about the outcome of our evaluation of the Pleasant Valley-Green Timber Road Section on the Oregon Coast Highway.

The current proposal would move the highway centerline away from your property and the elevation of the proposed roadway raised reducing the impact on your property significantly. We understand that George Wills discussed the foregoing with you last week by telephone.

Detailed preparation of the plan, as outlined, is not complete so we are unable at this time to indicate to you the precise effect the current proposal will have on your property. A more definite plan will be available in the near future from which we can advise you in more detail.

Very truly yours,

R. L. Porter
State Highway Engineer

GCW:jp kw
cc Tom Edwards
F. B. Klaboe
Frank L. Hall
J. B. Boyd

16-H60 Hy. 101 So.
Tillamook, Ore.
Sept. 3, 1971

Mr. R. L. Porter
State Hy. Engineer
Salem, Oregon.

Edwards
Dist Plans

Dear Mr. Porter:

We have been waiting most anxiously since your correspondence of June 3, 1971, to learn the outcome of your continued evaluation and final recommendation as to whether ~~the~~ or not we will be left adaquate property for a yard — large enough so as not to devaluate the real estate value of our new home.

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very sincerely,
Elsie Greenfield

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Cover
Rod
101 - Tree

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1971

To: MEMO TO THE FILE

SUBJECT: Contact with Mrs. Greenfield
Pleasant Valley-Green Timber Rd. Sec.
Oregon Coast Highway

On September 15, 1971 I called on Mrs. Greenfield at her home near the south end of the above subject section. This was in accordance with Mr. Rod Porter's request.

Mrs. Greenfield had apparently already talked to George Wills and was aware that some design changes would possibly ease the taking adjacent to her property. I told Mrs. Greenfield that I would try to keep her informed of the design activities on this contract. Mrs. Greenfield seemed happy that someone had contacted her and was very pleasant to deal with.

It is my belief that the original taking as indicated on the attached print leaves much to be desired and that some alterations would be necessary on construction. The design changes indicated raising the grade and shifting the line away from the house, leaving a good share of their front lawn in tact. It is my hope that this will solve the problem.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: Rod Porter
Rod Henry

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 82475-734

420+05 ± — 421+45 Rt.
Inst. 18" x 208' Culv. Pipe
Const. Inl & Outlet Dit.
Tr. Exc. = 18 C.Y.
Dit Exc. = 25 C.Y.

422+00
Inst. 18"x118" Culv. Pipe
Const. Inlet Dit.
Tr. Exc. 31 C.Y.
Dit Exc. 12 C.Y.

421+25
Const. Appr. Road Rt.
Inst Guard Rail Type 2-87

H.E. & E.L. Greenfield
Vol. 211. P. 173

Zellerbach Corp
1203 P539

417+82

RECEIVED
JUN 4 - 1971
FOR FILING

Const
RH
101 Sect.

June 3, 1971

Mrs. Elsie Greenfield
18-460 Highway 101 South
Tillamook, Oregon 97141

Dear Mrs. Greenfield:

This is to acknowledge receipt of your May 17 letter addressed to the Oregon Highway Commission, which was referred to this office.

We have rather thoroughly reviewed the proposed location, with particular emphasis on the two points which you indicated on your drawing.

We will do everything practical to mitigate the damage on any property that is affected, but to move the line to the extent that the Pollard's house would not be affected does not appear to be in the interest of good construction. Your other suggestion is still being evaluated and we are not quite ready to make a final recommendation until all facts have been reviewed.

We have only one objective in carrying out the Commission's and the Division's responsibility and that is to provide a modern highway facility and do the least damage possible in the process.

We are not playing one ownership against the other and the Highway Commission expects to properly and adequately compensate everyone whose property may be involved in this undertaking.

The Division has had considerable experience in heavy excavation in coastal areas and cannot concur in your opinion that some of the hills involved in this section presents but little problem.

We are returning your map and hearing transcript.

Very truly yours,

R. L. Porter
State Highway Engineer

MLP:fs

cc Tom Edwards
F. B. Kinboe
Victor D. Wolfe
F. L. Hall
D. M. Moehring
R. D. Asbury

REFERRED TO
admin
BY SECRETARY

Tillamook, Ore
May 17, 1971

Ore. State Highway Comm.
Room 121, East Salem Hy. Build.
2960 State Street

RECEIVED
MAY 21 1971
OREGON
STATE HIGHWAY COMMISSION

Dear Sirs:

I have just finished reading the transcript of the Pleasant Valley Hearing held Apr. 13, 1971.

Except for 4 people who all stand to benefit from the proposed realignment the other people effected question the need to take out homes and do damage in order to miss a big timber company's property.

It's obvious to everyone that after building a road from Sandlake to Cape Look Out (County project?) the hill in front of Pallands and the hill in front of us present no problems at all.

I understand you gentlemen serve the taxpayers without pay. This hardly seems right - but may I ask what specific function do you perform?

Do you have the authority to look over the situatin that has evolved over here? Do you have a copy of the transcript taken April 13, 1971 of the Pleasant Valley-Green Timber Road Highway?

The people effected by this project have been treated shabbily - not by any one individual but by the generdl stratedgy the Dept. uses.

All officials were tried to talk or write to hang together as though they were afraid to give us ~~honest~~ any answers.

I sincerely hope you will look over the material Ive enclosed The people in this county know something is not what it should be where the south end of this project is concerned.

The State needs to have the confidence of the people over here because there will be more roads to be improved.

We need a better highway

and we can have it without your Department losing face with either taxpayers or road-users.

I've enclosed a map of this section. Please return it to me in the provision provided. Notice the circled area in particular.

If you could see this area in person you would be struck with the stupidity of the planned realignment. (Planned stupidity!)

When will we be notified as to whether or not the dissatisfaction in the Trans. expressed and the suggestions for slight changes will effect the present plan?

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very sincerely,
Elsie Greenfield.

P.S. If it proves possible to avoid damaging the Ballard's, the Niflis's and our home I will write another editorial letter on behalf of friends and neighbors expressing our appreciation for the Hy Dept. Commission's.

consideration. It would only be fair to let the people of this county know — after my first two letters.

Please send back my copy of the transcript

STATE HIGHWAY DIVISION

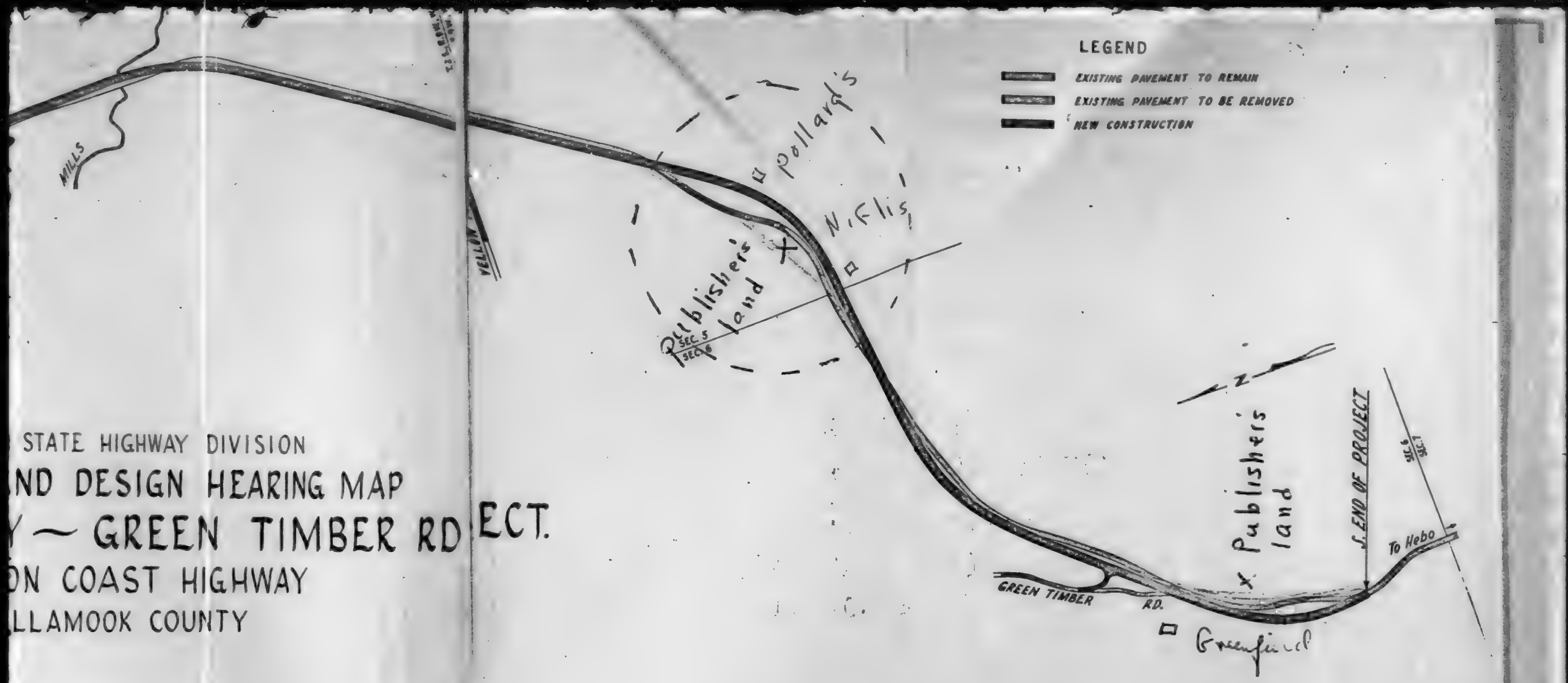
ND DESIGN HEARING MAP

Y — GREEN TIMBER RD ECT.

ON COAST HIGHWAY

LLAMOOK COUNTY

and
ed
envelope



The penciled lines indicate where the road could come. None of these curves are as sharp as ① or ② at north end of project — so they are within Federal specifications.

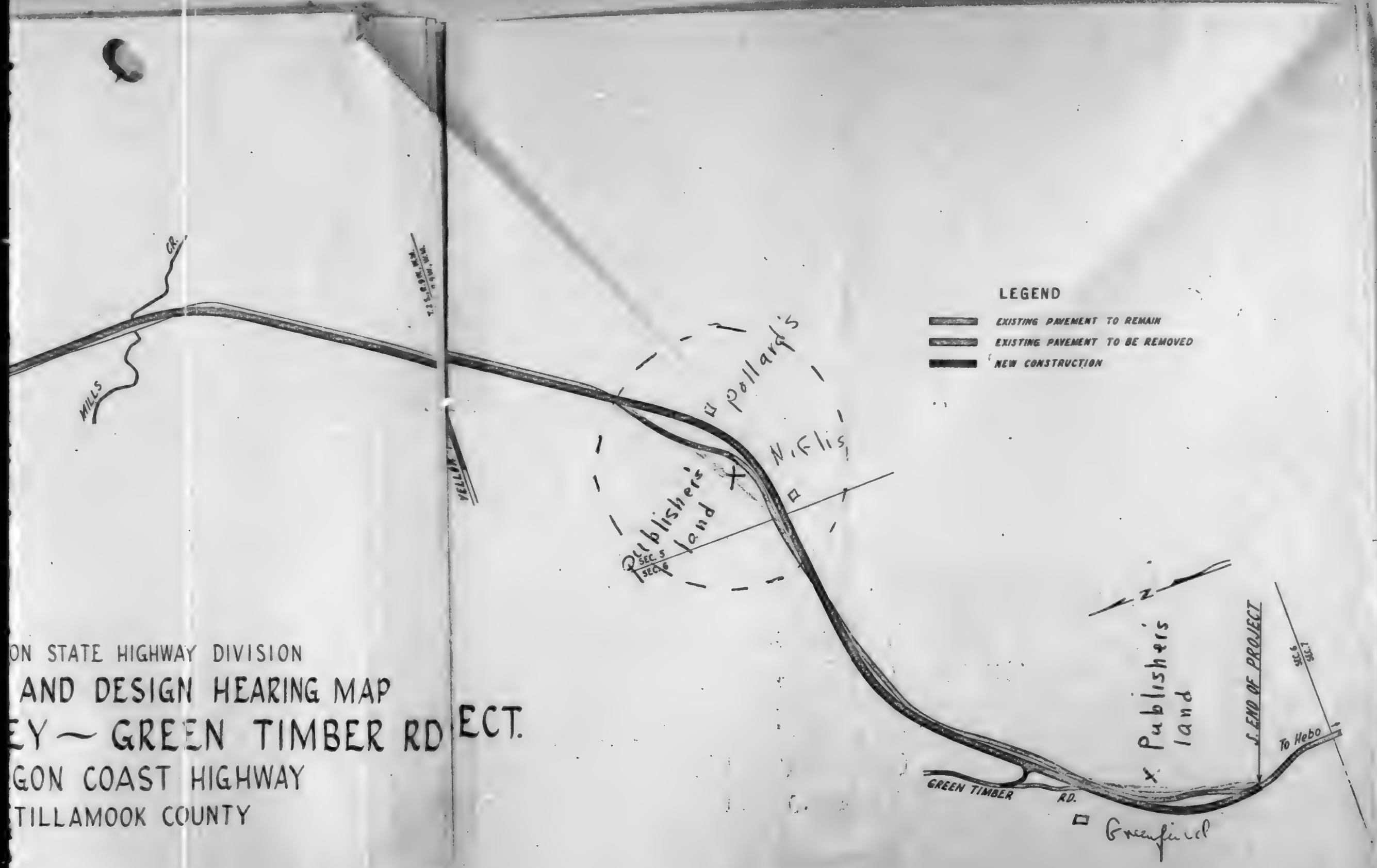
ON STATE HIGHWAY DIVISION

AND DESIGN HEARING MAP

EY — GREEN TIMBER RD ECT.

GON COAST HIGHWAY

TILLAMOOK COUNTY



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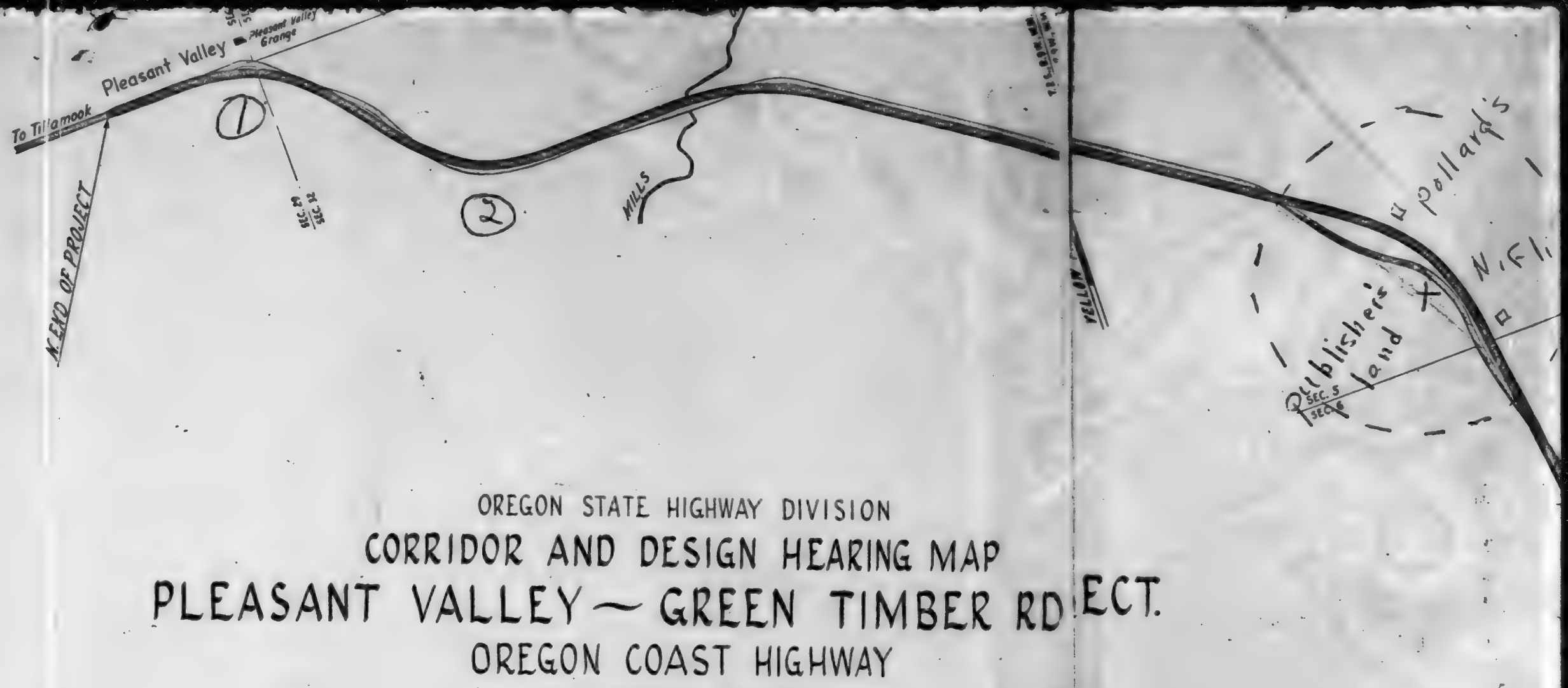
the [illegible] indicate where



OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

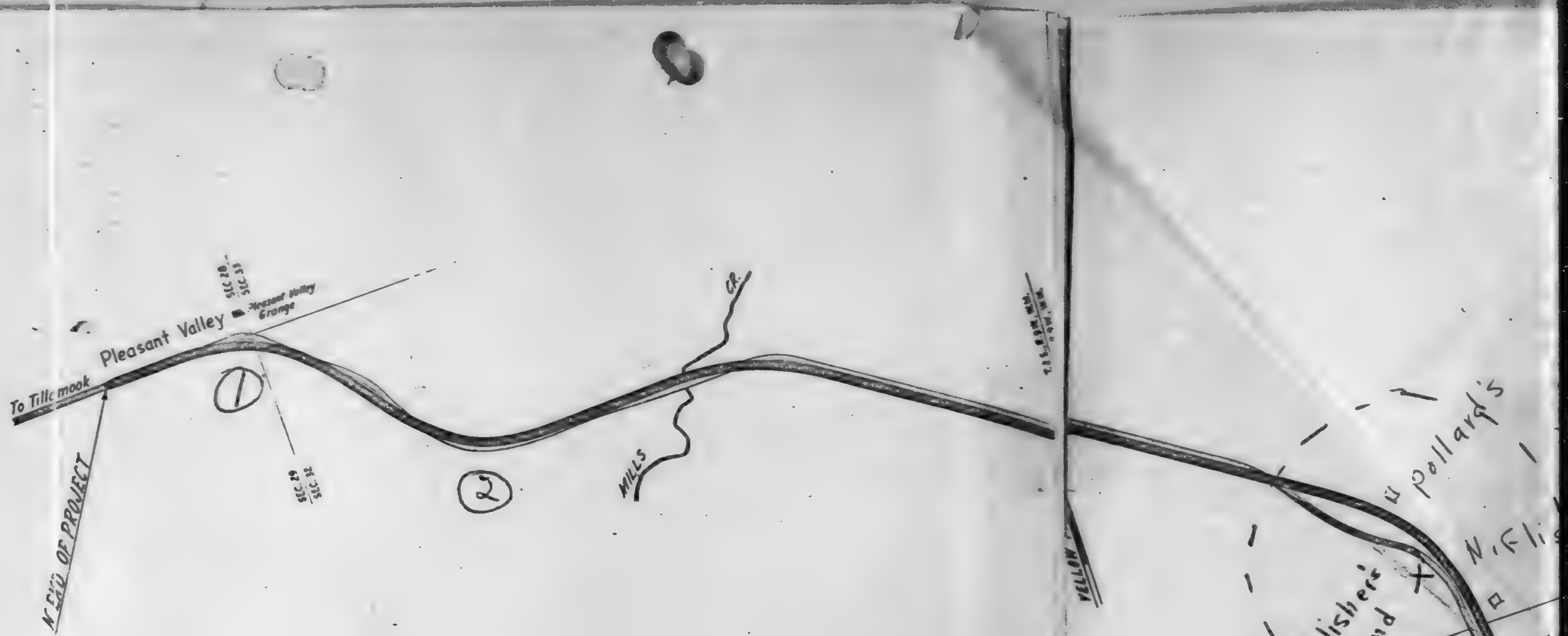
PLEASANT VALLEY — GREEN TIMBER RD ECT.

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

Please send back in enclosed and self addressed envelope

*The penciled line
The road cou
These curves are
or ② at north end
within Federal specif



OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

PLEASANT VALLEY — GREEN TIMBER ROAD PROJECT

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

The penciled line

FORM E-30 (12-67)

REFERRED Edwards
FOR [illegible] PORTL
Le me pièce

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1971

SUBJECT: Pleasant Valley-Green Timber Road
Oregon Coast Highway
Tillamook County

To: R. L. Porter
State Highway Engineer

B U I L D I N G

At your request we have evaluated changes of alignment as suggested by Mrs. Greenfield and Mrs. Pollard.

Line change as suggested by Mrs. Greenfield lies between Station 410 and Station 431±. Change of line and grade to minimize impact on her property would result in additional excavation of 60,000± cubic yards and would expose more cut slope area to erosion and slide possibilities. There would appear to be no significant change in right of way costs.

The line and grade change to avoid taking of the Pollard's house is of more consequence. The cut using 2:1 slopes would require 190,000 cubic yards of excavation. Additional excavation to stabilize slide is unknown, however, benching on an average 3:1 slope would require approximately 250,000 cubic yards additional. Because of poor embankment foundations it would not be prudent to incorporate a substantial amount of these materials into embankments and most would have to be wasted. Savings on right of way would appear to be in the range of $30,000 to $40,000.

Quantities indicated are based on 4-lane ultimate construction.

Frank L. Hall
Design Engineer
By:

George C. Wills

George C. Wills
Chief Locating Engineer

GCW:jf
cc: F. B. Klaboe

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Letters to the Editor

To the Editor:

In my letter last week I wrote of "excessive damages" and "double talk" from the State Highway officials.

Enclosed is a copy of a letter to the highway department that explains what was meant by "excessive damage".

Also friends have pointed out I should have been more explicit on what I meant by "double talk".

When we were approached by the highway department's liaison agent -- he admitted the right of way was jogged in order to miss our house and spare the department unnecessary expense. But after receiving the enclosed letter, their next man we taked with said this was not so.

When we were told by one man at the hearing the highway would be cut 12 to 14 feet lower than it now is in front of our house -- my husband told one official they'd run into an extremely bad "water" problem. That gentleman let us know they could easily take care of whatever they ran into. But when we asked why they couldn't go through the bad curve in front of Pollard's and spare damaging our home and destroying thre or four others, a different official said it was because they would run into "water problems".

wondering WHY can they not be found?

I looked at our tax statements to learn the appraised value of our land in reforestation. Nothing was shown so I called the county assessor, and was told the "state" appraises the land in reforestation. Since it's also the "state" that wants five to six acres from us, I feel we may be the "bite of the line".

A timber company was approached for a few acres on behalf of the Pollard's but I was informed, "They wouldn't even talk to us."

The Niflis family could possibly purchase what they need to replace what the highway takes, but they may not be able to compete with what a timber company could offer the owner.

Sometime ago I wrote in aksing the appraised value of our land in reforestation and with marketable timber (exactly like that across the road from us). I asked if it would be appraised the same as that of a timber company. So far I've received no answer.

I've read of instances several times, in the past, where timber companies have donated many miles of land for public use as highways. I want to make it clear that what is written here is not aimed at them. However, I can't help but

Letters to the Editor

To the Editor:

I attended the April 13th Tuesday Highway Hearing and wish to take issue with the headline of the article appearing in the Headlight-Herald, and with what was accredited to me in the quote.

Your headline states, "County officials approve but --- Farmers oppose widening of 101."

The truth of the matter is --absolutely no one opposed the widening of 101.

Some of us do oppose the expensive contruction of two much larger curves in the realignment planned. The curves I mention ruin the Pollards to avoid the small hill across Highway 101 from them, ruin the Niflis family's home and 4 1/2 acres in order to get straightened out to federal specifications, and come 16 ft. from our home in order to avoid unimproved land across Highway 101 from us. These properties belong to the same owner.

In my statement last Tuesday I questioned "engineering problems" as being the real reason the highway cannot go through these two pieces of unimunty. There was no opposition to the statements made except this one which we heard several times -- "It's too bad a few people have to get hurt in order that most of the people may benefit." I'm taking exception to that in this letter on behalf of my neighbors as well as myself.

Very few of us "farmers" knew what to expect at a formal hearing. We supposed we would have an opportunity to talk together with officials as a group. Believe me! We've come up with a lot of things since the informal hearings.

At the first two meetings we all sat around waiting for something to happen until someone came around and told us we were expected to approach officials on an individual basis. In comparing notes later we "farmers" find we learned only one thing for dead certain. Nobody but nobody can equal the talent those officials have for giving one an answer that means "Yes" and "No" at the same time.

In my original statement I did not imply that property owners, opposing un-

LIFECO . GENERAL

1708 4th St.

rance Agency

ican pizza, buttered whole
, pear half, milk.

ork in gravy over mashed
corn bread and honey
lk.

B. B. Q. hamburger, lettessing, buttered carrots,
milk.

at loaf with catsup, potato
utter, spiced beets, bread
, milk.

Roast Beef Sandwich,
ttage cheese, juice, apric-

menu
no. 9 .

Ralph Sutor.

Velda Dahl 842-6347
Nadine Honey 842-6164

THANKS

You wore out our chairs
as we curled your hairs

But we're not mad
In fact kind of glad

Now we've gone to the store
and bought you some more

Maudee's
Beauty Salon
308 Main

Phone 842-6131

Abern's Jewelry
204 Main
842-6405

large selection
of rings
and many
watches
of styles

Also I feels have pointed out but I should have been more explicit on what I meant by "double talk".

When we were approached by the highway department's liaison agent -- he admitted the right of way was jogged in order to miss our house and spare the department unnecessary expense. But after receiving the enclosed letter, their next man we taked with said this was not so.

When we were told by one man at the hearing the highway would be cut 12 to 14 feet lower than it now is in front of our house -- my husband told one official they'd run into an extremely bad "water" problem. That gentleman let us know they could easily take care of whatever they ran into. But when we asked why they couldn't go through the bad curve in front of Pollard's and spare damaging our home and destroying thre or four others, a different official said it was because they would run into "water problems".

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We were told there was a provision for help in the event of "relocation", but when a neighbor pursed the matter a little more closely, she learned this was usually for elderly people who weren't able to relocate themselves., No one down here qualifies but it was used as and meant to be a reassuring statement in the face of our objections and concern.

I asked one official, "After ruining our homes and our acreage, will what we're likely to receive from the Highway Department enable us to replace what we've lost". His answer was "Well, that could be a problem alright".

We've been told a real estate company's appraisal could not be considered. Yet when we go looking for another home or another piece of ground, we will probably have to deal through a real estate agent and therfore be subject to his fee as well as to the inflated prices of real estate today.

Old timers tell me other surveys have been made but when I wrote in and asked where I could have a look at the older survey maps over this area, here is the answer I got -- "An attempt has been made to locate the old survey maps on that particular section, but they cannot be found". I'm I feel we may be the "bite of the line".

A timber company was approached for a few acres on behalf of the Pollard's but I was informed, "They wouldn't even talk to us."

The Niflis family could possibly purchase what they need to replace what the highway takes, but they may not be able to compete with what a timber company could offer the owner.

Sometime ago I wrote in aksing the appraised value of our land in reforestation and with marketable timber (exactly like that across the road from us). I asked if it would be appraised the same as that of a timber company. So far I've received no answer.

I've read of instances several times, in the past, where timber companies have donated many miles of land for public use as highways. I want to make it clear that what is written here is not aimed at them. However, I can't help but wish we, too, carried a big enough "Log" to insure the proper, protection and / or the proper consideration if forced into selling and suffering unmerited damages.

I'm glad for all those who stand to benefit while giving up land for an improved highway. Everyone who is asked to release land or sacrifice a home for needed highways should be left as well at the end of selling to the state as they were in the beginning.

People who provided a home for themselves and children in the country (where they can enjoy having their own meat, milk, eggs, and gardens) should not be forced into town where such family activities must end. People who have looked ahead, bought and improved property for its aesthetic beauty and enjoyment as well as closeness to work should not be forced, out with less reimbursement than is required to replace what they've had to give up.

The formal hearing held April 13th was not the one I received notification of in a letter from the Secretary of Oregon state highway commission March 5. My notice says, "right-of-way and construction schedules will be 'discussed' and opinions and views accepted".

After the informal hearings we had questions that only the highway officials could answer for us. Many of us came prepared for a discussional type meeting but found ourselves confronted by a tape recorder

County officials approve but --- Farmers oppose widening of 101."

The truth of the matter is --absolutely no one opposed the widening of 101.

Some of us do oppose the expensive contruction of two much larger curves in the realignment planned. The curves I mention ruin the Pollards to avoid the [illegible] across Highway 101 from them, ruin the Niflis family's home and 4 1/2 acres in order to get straightened out to federal specifications, and come 16 ft. from our home in order to avoid unimproved land across Highway 101 from us. These properties belong to the same owner.

In my statement last Tuesday I questioned "engineering problems" as being the real reason the highway cannot go through these two pieces of unimproved property.

Coming south past Pleasant Valley, one comes upon two very prominent curves that could be dealt with simply by going through them! The present highway could be followed more closely; houses, property, and public highway funds could all be spared.

What is so sacred about these two unimproved pieces of property that home owners on small acreages must be excessively damaged? The land left is too small to be useful and the ruination of setting, shelter from the wind, peaceful quiet, and privacy put a permanent blight on real estate value.

One doesn't need to be an engineer to know every small hill in Tillamook county will be unstable in the face of our annual rainfall [illegible] highway is instead.

This is a [illegible] long the

I wish to thank all tho[illegible] "county economy" minde[illegible] hasn't people who testified on [illegible] bu- "tape" April 13 as favoring both the present plan, for taking [illegible]e to a second look at the last [illegible]ical mile at the south end of [illegible]t of this project. We appreciate [illegible] your adding to the official [illegible]part transcript within the time [illegible]ally limit allowed. [illegible]ually

Thank you, Mr. Editor, for providing the opportunity to be more explicit on last week's letter. [illegible]par- [illegible]igh-

Elsie Greenfield
16-460 Highway 101 S.
Tillamook [illegible]ine- [illegible]no- [illegible]ways [illegible]nce [illegible]let-

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To the Editor,

It seems to me your article's headline gives the impression that a handful of "farmers" would selfishly deprive the whole county of a much needed, improved highway. I personally resent this as nothing could be further from the truth.

Those who spoke representing organizations came prepared to speak up for the economic needs of the co-

Very few of us "farmers" knew what to expect at a formal hearing. We supposed we would have an opportunity to talk together with officials as a group. Believe me! We've come up with a lot of things since the informal hearings.

At the first two meetings we all sat around waiting for something to happen until someone came around and told us we were expected to approach officials on an individual basis. In comparing notes later we "farmers" find we learned only one thing for dead certain. Nobody but nobody can equal the talent those officials have for giving one an answer that means "Yes" and "No" at the same time.

In my original statement I did not imply that property owners, opposing unnecessary and deliberately partial realignment, had no money for enlisting the services for an attorney. Exceptionally good legal help might get us the true market value for the land we are expected to give up, but there isn't an attorney in the land who can protect us from the resulting damages to the property in which we have invested for the future. What can "adequate relocation" possibly mean to any of us after the double talk we've gotten and the purposely planned lack of opportunity to make ourselves heard. Will "Adequate" replace our land, the square footage we have in our house, the treasured setting, and enable us to maintain the standard of living we enjoy in our present home.

This is an excellent opportunity for me to confess I've gotten at least a fleeting glimpse of what our educated youth have against establishments in general.

I do want to state that if I had even the slightest suspicion it would ever fall my lot to tangle, again, with the Oregon Highway Builders — I'd jet to the nearest course offered on, "How to become a Philadephia Lawyer in Ten Easy Lessons."

I did ask what recourse people have for securing "protection for themselves and their property." This question was related to the total impact of what had been previously said by others as well as myself.

There is more to this issue than meets the eye. So when I consider the fact that your young reporter had no knowledge of the subtle undercurrents involved he really did a creditable job.

Please consider the Headlight-Herald graciously forgiven.

Mrs. Elsie Greenfield
16-460 Highway 101 South
Tillamook

Letters to the Editor

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Sometime ago I wrote in aksing the appraised value of our land in reforestation and with marketable timber (exactly like that across the road from us). I asked if it would be appraised the same as that of a timber company. So far I've received no answer.

I've read of instances several times, in the past, where timber companies have donated many miles of land for public use as highways. I want to make it clear that what is written here is not aimed at them. However, I can't help but wish we, too, carried a big enough "Log" to insure the proper, protection and / or the proper consideration if forced into selling and suffering unmerited damages.

I'm glad for all those who stand to benefit while giving up land for an improved highway. Everyone who is asked to release land or sacrifice a home for needed highways should be left as well at the end of selling to the state as they were in the beginning.

People who provided a home for themselves and children in the country (where they can enjoy having their own meat, milk, eggs, and gardens) should not be forced into town where such family activities must end. People who have looked ahead, bought and improved property for its aesthetic beauty and enjoyment as well as closeness to work should not be forced, out with less reimbursement than is required to replace what they've had to give up.

The formal hearing held instead.

I wish to thank all tho "county economy" minde people who testified on "tape" April 13 as favoring the present plan, for taking a second look at the last mile at the south end of this project. We appreciate your adding to the official transcript within the time limit allowed.

Thank you, Mr. Editor

Letters to the Editor

To the Editor:

I attended the April 13th Tuesday Highway Hearing and wish to take issue with the headline of the article appearing in the Headlight-Herald, and with what was accredited to me in the quote.

Your headline states, "County officials approve but --- Farmers oppose widening of 101."

The truth of the matter is --absolutely no one opposed the widening of 101.

Some of us do oppose the expensive contruction of two much larger curves in the realignment planned. The curves I mention ruin the Pollards to avoid the small hill across Highway 101 from them, ruin the Niflis family's home and 4 1/2 acres in order to get straightened out to federal specifications, and come 16 ft. from our home in order to avoid unimproved land across Highway 101 from us. These properties belong to the same owner.

In my statement last Tuesday I questioned "engineering problems" as being the real reason the highway cannot go through these two pieces of unimproved property.

Coming south past Pleasant Valley, one comes upon two very prominent curves that could be dealt with simply by going through them! The present highway could be followed more closely; houses, property, and public highway funds could all be spared.

What is so sacred about these two unimproved pieces of property that home owners on small acreages must be excessively damaged? The land left is too small to be useful and the ruination of setting, shelter from the wind, peaceful quiet, and privacy put a permanent blight on real estate value.

One doesn't need to be an engineer to know every small hill in Tillamook county will be unstable in the face of our annual rain-

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unty. There was no opposition to the statements made except this one which we heard several times -- "It's too bad a few people have to get hurt in order that most of the people may benefit." I'm taking exception to that in this letter on behalf of my neighbors as well as myself.

Very few of us "farmers" knew what to expect at a formal hearing. We supposed we would have an opportunity to talk together with officials as a group. Believe me! We've come up with a lot of things since the informal hearings.

At the first two meetings we all sat around waiting for something to happen until someone came around and told us we were expected to approach officials on an individual basis. In comparing notes later we "farmers" find we learned only one thing for dead certain. Nobody but nobody can equal the talent those officials have for giving one an answer that means "Yes" and "No" at the same time.

In my original statement I did not imply that property owners, opposing unnecessary and deliberately partial realignment, had no money for enlisting the services for an attorney. Exceptionally good legal help might get us the true market value for the land we are expected to give up, but there isn't an attorney in the land who can protect us from the resulting damages to the property in which we have invested for the future. What can "adequate relocation" possibly mean to any of us after the double talk we've gotten and the purposely planned lack of opportunity to make ourselves heard. Will "Adequate" replace our land, the square footage we have in our house, the treasured setting, and enable us to maintain the standard of living we enjoy in our present home.

This is an excellent opportunity for me to confess I've gotten at least a fleeting glimpse of what our educated youth have against establishments in general.

I do want to state that if I had even the slightest suspicion it would ever fall my lot to tangle, again, with the Oregon Highway Builders — I'd jet to the nearest course offered on, "How to become a Philadephia Lawyer in Ten Easy Lessons."

Tillamook, Ore.
April 26, 1971

Dear Mr. Wilson:

Enclosed please find the "to the Editor" letter I mentioned yesterday in our phone conversation.

I feel strongly that we are being discriminated against in favor of a big timber co. There were two or three other things I could have added to my "Editor" letters but it seemed best to wait until the Hy Dept. brings us into court.

It's easy to understand that over the years the Hy Dept. has had to develope a stragety for dealing with the public in order to get the job done.

I would like to have a

higher respect for your dept.
of public service but personal
experience puts us among the
steadily increasing group of
private property owners who
have learned to their hurt - the
Hy Dept. seeks to put forth a publ.
image it is not worthy of. Some
day this group will appeal to
some ambitious politician
who will make a good thing out of it
for himself. There'll be some legis-
lative changes - but whether they
be to the ~~detriment~~ benefit of the Hy Dept or
in the interest of the general public
is doubtful.

When the Dept. is using
public funds to obtain private
property and thereby necessitating
the destruction of homes and small
acreages - in order to build
public highways - Why should

those taxpayers whose property is required be left, at leadst, as well off as they were before the transaction with the state?

Only the people involved with the Ky. Dept. know of the "hanky panky" that actually goes on in the name of "legality" and "progess".

The ordinary citizen is lulled into a state of confidence the expectation of "true market value" and is manipulated by well planned strategy based on regulations and penbhal rights he has no knowledge of until it's just too late.

Farmers have their Dairy Co ops to help them - Businesses have funds and often political pull. Other groups can pool finances and forces but the individual family has no protection at all - Except

to go to Court. Often the inspanned property owner is so incensed by looming injustice he acts unwisely or he is so trusting in the early impressions given him by representatives of the Hy Dept. as to "appropriate reimbursement" for "damages", "adequate relocation" and true market value of property needed by the State that he goes along "like a lamb to the slaughter."

When I asked you on the phone about a "public hearing" you told me we'd already had one on the 26th.

Let me set you straight on this matter once and for all in case you don't already know what the deal was.

Mr. Kerbell told all of us there would be a meeting on the 26th. I couldn't pin him

down as to time and place.
He said we'd be given notice
as to that or it would be in the paper.
Well, it got close to the 26th
but your Tillamook office said
it had been postponed to the 8th
and no notice appeared in the paper.
My neighbor heard there was
going to be a meeting. She called
in and was told it wasn't
open to the public. I called
in-angry because I knew the
meetings of this kind are legally
open to interested parties. I was told
it was just for County & State
officials- I stated this was darn
funny as the Liason agent said
there'd be one & hung up. A few
hours later my phone rang and
I was told there would be one
and although it wasn't open to
the public - I might be given

& called in and learned it was to be all day thing - as the case

permission to attend. We had time to get the word around to only a few neighbors who had every right to be there had they known soon enough.

At the meeting I learned Mrs. Gallard had asked for the meeting but hadn't been notified as to the time. She was justifiably provoked. Another neighbor called in, at my suggestion, just at the last and was told, "Why of course! The meeting open to all concerned parties"

The Dept's yellow pamphlet states (page 1) "Public hearings, when requested, are held during the location and design stages of a project". Why does the Dept insist to give out these informations pamphlets until its too late for people to make use of the information they contain? Is it part of the strategy?

I want you to know the

legality of the transcript taken April 18th (as far as representatives of county groups) is seriously in question and if we are brought into court somebody is going to have to explain why so many county and state road commissioners became so utterly confused as to the date, type, and purpose of that first meeting.

Everyone Mr. Sterbell contacted was auditing in good faith for the meeting of the 26th.

Many who were "shut" off from that meeting were expecting a similar opportunity at the informal hearings. Our pamphlet does not indicate the true "nature" of "corridor hearings or "design hearings" and came too late to permit any of us to prepare for the official transcript.

The pamphlets should be given out by the liason agent, then

informal informational hearings held so questions can be answered on an individual basis, and people informed at that time of the "transcript" privilege they'll have for speaking up in their own personal behalf. They should be allowed at least 15 days to consider and prepare, contact others in the effected area, or husbands & wives if out of the county and, if necessary obtain help in making use of this final opportunity.

If the State Highway Dept. had been all that it should have been in the past it wouldn't have had to develop some of the strategy it employs today. Highway Dept attorneys could use their talents to protect the public from the chicanery of moneyed and political interests. The small property owners would go along in the interest of public highway if treated justly.

I don't expect any comment from you on my letter in general but, Mr. Wilson, will you please explain in clear, simple terms just exactly what statement no. 4 (on page 6 of the "Acquiring Land for Highway" pamphlet) means.

Very sincerely,
Eddie Greenfield
16-460 Hy 101 So
Tillamook, Ore. 97141

Headlight-Herald
Tillamook
April 22, 71

To the Editor:

We own a small dairy farm in the Pleasant Valley - Green Timber Road section that is proposed for Highway improvement. We own 2,000 ft. of Highway frontage and almost all of the land needed to improve that 2,000 ft. section will be taken from our property.

We have watched the surveyors and engineers when they were working on our property and have seen the completed maps at the Highway meeting. These maps represent a lot of work and a lot of time from a lot of people that are experts in their field. They are complete down to the smallest detail.

I asked, and was told, that there are other plans to continue highway improvements south to Neskowin. The plans to this section however were closer to completion.

It has been about twenty years since the highway from the city of Tillamook to the Simmons Creek area was completed. Twenty years is a long time to wait for the highway to be improved from Simmons Creek on south to Neskowin. Our residents in the south end of the county and all people that will be using this highway now and in the future are intitled to a safe and decent highway.

I have written this letter because of the article on the front page of your paper, published on April 15, 1971. We, as farmers in the Pleasant Valley area, do approve the widening of Highway 101.

Mr. & Mrs. Robert Herschner
16120 - 101 S.
Tillamook

Headlight Herald
Tillamook
April 22, 71

To The Editor:

As one of the dairy farmers in the Pleasant Valley - Green Timber road section of the proposed new highway, we would like to draw attention to the fact that a very bad error was made on your front page last week. It was stated that "County officials approve but--Farmers oppose widening of 101."

There was representation at the public hearing last week of three out of four farms being operated as a dairy in the proposed new re-alignment area and no opposition was voiced by any of us. In fact, one dairyman who will lose his home, stood up and said that we needed a new highway to benefit everyone and publicly gave his approval to go ahead.

We have stated by letter to the Highway Commission in Salem that we hoped it would not be very long before the highway was under construction to save the lives of people who cannot read cattle crossing signs or pay attention to lights and cows being herded across the highway for milking. We have had two accidents of cows being killed in 14 months and we do not want the third or fourth times to be the cause of bodily injury or death to a person or persons travelling the highway. We realize that it is not a good practice to have to cross a major highway with a herd of cows four times a day, but we trust the people who travel this highway will bear with us until the new highway is built as it is planned to provide a cattle underpass.

Yes, go ahead, Highway Commission, and build a safer highway for the benefit of those who travel on it and please build it soon. Many thanks to you for considering the dairyman by not cutting up our valuable land more than you have to.

John and Celia Miller
14765 - 101 So.
Tillamook

Headlight Herald
Tillamook
April 22, 71

Letters

To the Editor:

I would like to take advantage of this newspaper to express our deep appreciation to all of the people who stood up and expressed concern for our home and land at the highway corridor hearing at Pleasant Valley, especially Father Cosmos White and Mrs. Greenfield, also chairman of the county commission, Jeff [illegible], who expressed a plea for the highway commission to give property owners special consideration.

We would like to clarify that we do not oppose new highway construction but feel this present plan could be altered so that less homes and land near homes would be disturbed.

I wanted to stand up and speak but was completely temporarily deflated when I heard official after official stand up and approve this present design.

Again thank you, all of you, who publicly and privately have shown concern and disapproved of this [illegible] by our home.

Mary Jane Pol[illegible]
[illegible] Valley

widening of 101

In a public hearing Tuesday at Pleasant Valley grange, realignment of highway 101 from Pleasant Valley to Green Timber road met with general approval from county officials, and chamber of commerce and Tillamook PUD representatives, but was accepted grudgingly or not at all by several families who will lose homes and land in the realignment.

Hearing chairman Frank Morgan said proposed highway improvements would displace about 36 people in nine families and three businesses. State relocation benefits, in addition to payments for land purchased for right of way, are available to those who qualify, according to Rod Henry, district right-of-way supervisor.

Average travel loads on the Pleasant Valley Section of highway 101 were 2950 vehicles per day in 1969 highway officials reported, and computed capacity of the road is only 2500 vehicles per day. Adequate right-of-way for a four-lane highway will be acquired before improvements are made, since estimated 1990 load is 5900 vehicles per day. Improvement plans call for 4 highlanes and 10-foot shoulders along the 3.01 mile stretch from Pleasant Valley to Green Timber road.

Mrs. Elsie Greenfield, who lives near the Sandlake turnoff from highway 101, responded to statements favoring the road improvements with a question: "We've heard from those who represent interests that would benefit from the realignment, but what recourse do we people have who don't have the money to hire a lawyer to protect our property?" Applause from several local residents met her remarks.

Father Cosmas White spoke "as a concerned priest" for Mrs. James Pollard, whose six-bedroom house lies in the middle of the proposed improved highway. He noted that the road work would not only take the Pollard house, but their livelihood as well, since their remaining land after highway construction would consist of primarily "blackberries and scrub," or what Mrs. Pollard described as "a swamp". He said he considered the highway work" a waste of taxpayers' money" since there are no current plans to continue highway improvements south through to Neskowin.

Several local residents claimed that the real traffic bottleneck on highway 101 is not in the Pleasant Valley area, but in north county instead. Speaking for the Oregon Coast association highways committee, Ray Dufur said highway 101 in Tillamook county is acknowledged by all coastal counties to be the main bottleneck of the California-to-Washington route, and that the Pleasant Valley section is a good 10% start on the 31 miles of needed improvement in south Tillamook county.

PUD manager Jack Madison noted that "the greatest good for the greatest number" must be considered, and that improvement of highway 101 is "an absolute necessity for growth" in the county--despite the fact that the proposed highway centerline follows the PUD power poles, and considerable expense is involved in moving the poles.

Local dairyman Gerald Varner, who will lose his house in the highway realignment, remarked "I say build it--somebody's going to get hurt, but we need the road." Pete Walker, another local resident, asked what the alternate routes might be, and noted there was nothing to judge the highway commission proposals by, no cost or route alternatives to compare.

Mike Niflis, who lives in a house which can't be seen from the present highway, said he bought the place after looking at more than 100 other homes for its solitude and beauty, and the planned highway will destroy his home. Three different Tillamook realtors, he said, told him it would be impossible to find another house in a similar isolated setting. "I am strongly against the plan as it stands," he continued.

Those speaking in favor of the realignment noted benefits to the economic mainstays of Tillamook county: timber, dairying and tourism. County commissioner Bud Bailey said he knew it would cost, in dollars and in other ways, but that the county as a whole would benefit from improvements. Chamber of commerce president Stan Pintarich said he was pleased that the plan made so much use of existing right of way, disturbing little farmland, and said the improvements have his "complete support."

TILLAMOOK, OREGON, THURSDAY, APRIL 15, 19[illegible] Headlight Herald

County officials approve, but ---

Farmers oppose widening of 101

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

RECEIVED APR 17 1972

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-10-72

FEDERAL AID PROJECT NO.
F-137(5)

STATE PROJECT NO.
PLEASANT VALLEY - GREEN TIMBER ROAD SECTION

FOR FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
TILLAMOOK

ITEM NO.
P-503

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

7940

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	APRIL 7, 1972	PRIMARY ROUTE 2
		STATE ROUTE NUMBER: OREGON COAST HIGHWAY ROUTE 9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 47147 AND 47148 - FOX, AS REQUESTED IN MR. YOUNG'S APRIL 5, 1972 LETTER.

NOTED IN OFFICE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

FILE # 47147 & 47148 - FOX
[X] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RECEIVED APR 12 1972 OFFICE OF STATE HIGHWAY ENGINEER

4-13-72

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-10-72		FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
APR 5 - 1972

0940

April 5, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programing Engineer

SUBJECT Project No. F-137(5)
Pleasant Valley-Green Timber Rd. Sec.
(Files 47147 & 47148 - Fee)

We hereby request your authorization to proceed with the actual acquisition, including incidentals and relocation assistance payments, as required for the subject properties. These properties are included in the right-of-way as programed on the subject project. Enclosed is a copy of Mr. Oakes' memo of March 31, 1972, with attachments, which sets forth the estimated cost of the properties and a sketch map showing the location of the parcels.

The relocation plan for this project was approved by your letter of December 8, 1971, and no occupant will be required to relocate until he has the right of possession or has been offered adequate replacement housing which is available for immediate occupancy. Relocation assistance will be provided from Mr. Henry's office at 2960 State Street in Salem.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as required by PM 80-1-71.

CL:bb

cc: J. R. Oakes
R. H. Chase
M. Mitchell

RECEIVED
APR 3 • 1972
FOR FILING

FORM S-30 (REV. 10-68)

7940

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1972

SUBJECT:

To:

E. S. Hunter
Assistant State Highway Engineer

OFFICE

The FHWA should be requested to complete a survey northerly from the Neskowin project to the vicinity of Oretown on US101.

In addition, the Pleasant Valley-Green Timber Road job should be worked up to contract stage in an orderly manner.

F. B. Klaboe
Deputy State Highway Engineer

FBK:ia

cc Tom Edwards

original to Wolfe 4-3-72

NOTED
E. S. HUNTER

3-31-72 Wolfe

RECEIVED
MAR 14 1972
FOR FILING

7940

March 13, 1972

Mr. Warren A. McMinimee
Attorney at Law
110 Pacific Avenue
Tillamook, OR 97141

352

Dear Mr. McMinimee:

Your February 22 letter indicates that you represent Mr. Gerald D. Varner who is interested in immediate negotiation for acquisition of property from him for right-of-way on the proposed Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway.

Our plans are now nearing completion. We will soon make an accurate determination of needed right-of-way so that negotiations can begin.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe

VDW:mc ms

Edwards
copy 6.14.72
2-24

WARREN A. McMINIMEE
DOUGLAS E. KAUFMAN

McMINIMEE & KAUFMAN
ATTORNEYS AT LAW
LAWYERS BUILDING
110 PACIFIC AVENUE
TILLAMOOK, OREGON 97141

842-2533

REFERRED TO
Admin
BY SECRETARY

February 22, 1972

Oregon State Highway Department
Salem, Oregon

Gentlemen:

This office represent Mr. Gerald D. Varner who is the owner of some property at the northerly end of the Pleasant Valley-Green Timber road section on the Oregon Coast Highway which project is soon to be undertaken.

His property lies on the proposed route and it appears that some of it will necessarily be taken for the road construction. His situation is such that he must do some extensive maintenance on his farm and we are wondering if you are planning to take a portion of his property if we can work out some sort of arrangement whreby he could convey to you at the present time and receive the money so he may go ahead with his necessary program.

He is a contract purchaser and it will take some effort to work out all of the details; however, we would appreciate hearing from you on this matter at your earlies convenience.

Very truly yours

McMINIMEE & KAUFMAN

Warren A. McMinimee

WAM:a

Klamath R/D

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 29 1972
LOCATION
SECTION

RECEIVED
FEB 1972
OREGON
STATE HIGHWAY COMMISSION

Verify Investigate R/D.
EDH

RECEIVED

7940

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Pleasant Valley-Green Timber Road
Highway: Oregon Coast (FAR 2)
County: Tillamook
Prefix: 29-1439

Res. Engr. _____
Approx. Length 3.0± miles
Sta. 274+ to Sta. 433+
Date 1-13-72

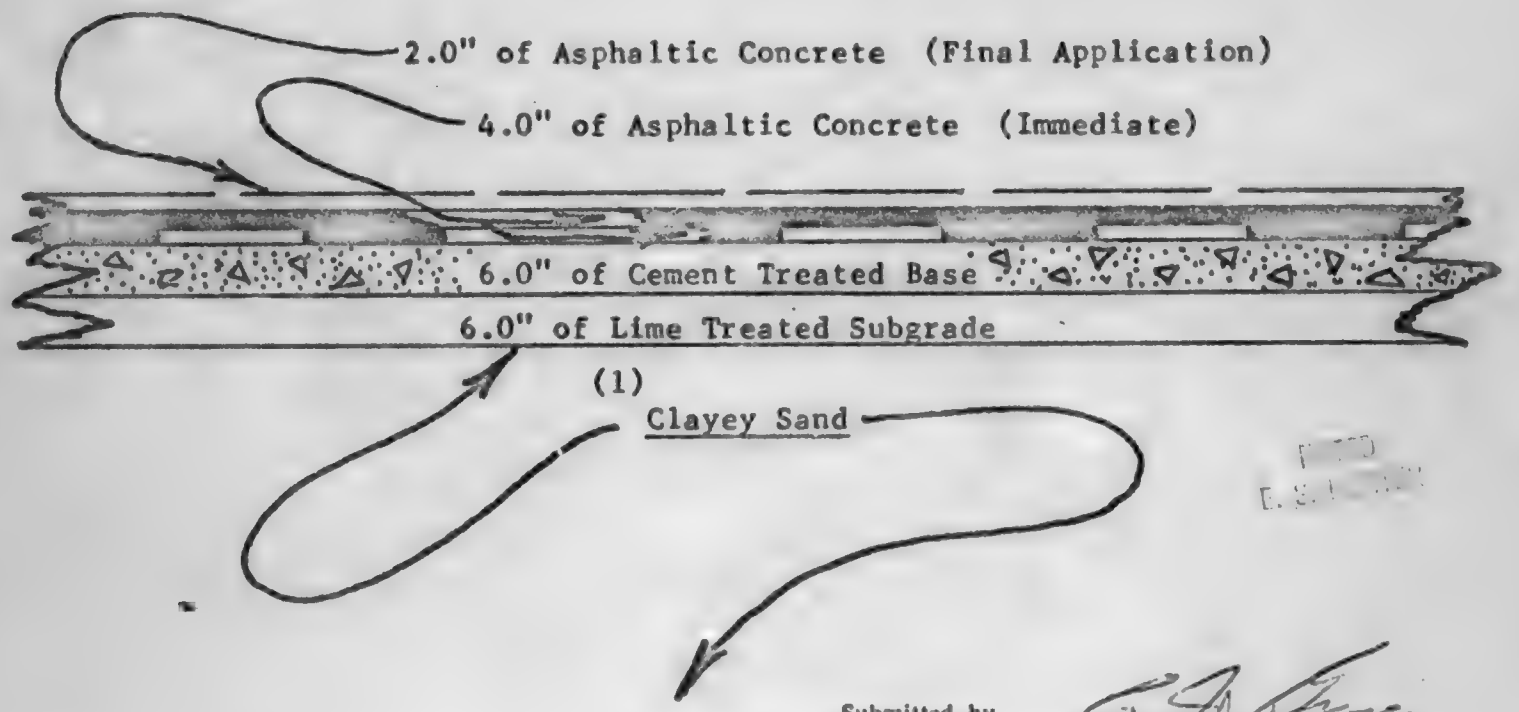
Mean Truck A.D.T. 451
Traffic Coefficient 9.0
18 kip s. a. per day 130.7
(1)

Annual Precipitation 89"+ (Tillamook)
Frost Penetration - - - -
CBE Total Requirement 28.0"

Typical Soil		*Materials Source:*
53	LL	See attached report of potential material sources.
5	PI	
95	%P 10	
60	%P 200	
5	% Gravel	
13	% C Sand	
22	% F Sand	
35	% Silt	
25	% Clay	
12	R Value	
A-5	AASHO Classif.	

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
11.0	6.0	C.T.B.
5.0	6.0	L.T.S.
28.0	18.0	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Sand

RECEIVED

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: Pleasant Valley-Green Timber Road

HIGHWAY: Oregon Coast (FAR 2)

COUNTY: Tillamook

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	*1.0"-0 Aggregate Base*	*Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	4.0	7.5	---	---	6.0	26.5	17.5
7.0 - 8.0	3.5	4.0	4.5	---	6.0	23.5	18.0
6.0 - 7.0	3.5	---	8.5	---	6.0	20.5	18.0
4.8 - 6.0	3.0	---	6.0	---	6.0	17.0	15.0
Cars Only	2.0	---	8.5	---	---	12.5	10.5

Remarks:

Where crushed material is required for base, shoulders, or level, recommend the 1.0"-0 material crushed for the Cement Treated Base be used in lieu of normal specification sizes.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Pleasant Valley-Green Timber Road

HIGHWAY: Oregon Coast (FAR 2)

COUNTY: Tillamook

3200 Present ADT (1971)

9.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	135	1.9	257	196	450	88,200
3	95	1.9	181	138	1000	138,000
4	5	1.9	10	8	1250	10,000
5	75	1.9	143	109	3180	346,620
6	0	---	---	---	2570	- - - -
				451	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 582,820

TWENTY YEAR EWL 11,656,400

TRAFFIC COEFFICIENT 9.0

SECTION: Pleasant Valley-Green Timber Road

HIGHWAY: Oregon Coast (FAR 2)

COUNTY: Tillamook

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See Remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

FORM S-30 (REV. 10-62)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1972

To: Mr. J. B. Boyd
Region Engineer
East Salem Highway Building

SUBJECT: Material Sources Presently Available to the Pleasant Valley-Green Timber Road Section Oregon Coast Highway Tillamook County

Attention: G. W. Wimer

As recently requested by both Region Construction Engineer G. W. Wimer and Region Geologist W. R. Fretwell, material sources presently available to the subject section will be discussed in this report and shown on the attached location map.

The job is presently scheduled for May 25, and Base Design Engineer Clarence Gregg has obtained information that approximately 50,000 cubic yards of CTB, AC, and 3/4"-minus aggregate will be needed.

A great deal of controversy has occurred in Tillamook Valley lately about the removal of gravel directly from such streams as the Trask, Wilson, and Kilchis. Dairy farmers have also complained about the effect of fumes from asphalt plants upon their fields and cattle. The County Planning and Zoning Commission is in a state of chaos. Selection of any sources within reasonable haul will not be easy for our contractor.

It was the above group of deterrants that decided Walt Katriniuk of B & K Paving out of Kelso to use the far-away road #190 quarry of Crown Zellerbach's for the recent Simmons Creek-Tillamook and Miami River Bridge-Barview overlays. The fact that the #190 pit is very clean, high quality, well-fractured rock also influenced "B & K's" decision. Even then, with lack of plant room, the native rock was hauled about nine miles to a crushing and asphalt plant site just west of the Crown Zellerbach office, some four miles south of Tillamook.

As the job is currently set up for CTB, samples have recently been submitted to the laboratory from the Vermilyea and Barclay Terrace Gravel prospects. Both gravel sites are very dirty, but dirty gravels have worked out very well for CTB, as in the case of the Game Commission Pit Gravels near White City, which were used on the Crater Lake Highway-Brownsboro section with considerable success.

SP 52475-734

The Vermilyea prospect, some 40 acres owned by Marion Vermilyea just SW of the Fawcett Creek Bridge on the Coast Highway, has been recently tested with both Future Use and the subject project in mind. Some twenty dozer pits to a usual depth of twelve feet have shown an average thickness of nine feet of gravel under 15 acres of property. Assuming that the problems of washing (see attached Fish Commission letter), zoning, planning, environment, ecology, etcetera, can be solved, this means that a mass yardage-in-place figure of 15 acres x 5000 cubic yards x 3 yards deep suggests a quantity of 225,000 cubic yards under three feet of overburden and above a floor of blocky, coarse-grained sandstone.

Laboratory test numbers 987908 through 987917, and 988505 through 988514 show the material to be acceptable for CTB, and if washed, for AC and 3/4"-0.

Laboratory tests, photos, maps and other data on the Vermilyea pit are on file in the Geology & Soils Salem office, and will be available to interested parties.

The Barclay prospect, some 50 acres south of the Trask River and along Chance Road about five miles ESE of Tillamook, is currently being tested out on a "Potential Aggregate" HPR basis, but could be of interest to contractors for the subject section. Dozer work, still incomplete, indicates a large quantity of dirty gravels lie under Barclay's field. Laboratory samples for CTB and AC have been, and more will be, submitted but are not processed. The material is cleaner than Vermilyea's.

This report essentially recommends that both, or either, Vermilyea and Barclay should be approached by Region 2 Right of Way people for a lease of _____ cubic yards at _____ cents per ton, contingent upon County Planning and Zoning allowing their use. Both Marion Vermilyea and Brad Barclay are listed in the Tillamook directory, and can best be reached in the evening or on a weekend.

Other sources shown on the location map have various pros and cons, and all seven sources will be briefly discussed by Map No., as follows:

#1. Donaldson Bar.

Very clean, large quantity, but 13± miles average haul, and will Fish Commission allow use?

#2. Wyss & Vogt Bar.

As above, and about nine miles average haul.

#3. Barclay's Gravels.

Dirty, quantity not yet known, Planning and Zoning OK needed. Try to get an option.

#4. Vermilyea's Gravels.

Shortest haul, of about 3½ miles average, but Planning & Zoning and washing problems unsolved. Try to get an option later.

#5. Crown Zellerbach Road #170 Quarry.

A doubtful source--little plant room, capped by sandstone, high-faced, but an easier haul than the #190 pit.

#6. Crown Zellerbach Road #190 Quarry.

Large quantity of high quality, well-fractured rock, but Crown Zellerbach will want a good-sized royalty, and it will be at least fifteen miles haul either through South Prairie or Sand Lake.

#7. "BLM" Quarry.

Large quantity of high quality rock, little or no plant room, rock will be "free" on a use permit from the Hebo office, but how about Federal Environmental Regulations? --and haul will be long and tortuous.

In conclusion, this report essentially recommends:

1. Primarily an approach to Vermilyea.
2. If the Vermilyea does not work out, later on, an approach to Barclay.

Victor D. Wolfe
Location Engineer

By Lloyd Woolfe

Lloyd Woolfe
Chief Geologist

Attachments
LCW:af
cc: Rod J. Henry
F. W. Yarbrough
W. R. Fretwell

GAME
COMMISSION

NORTHWEST REGIONAL OFFICE

ROUTE 1, BOX 325, CORVALLIS, OREGON 97330 PHONE: 926-5571

TOM McCALL
GOVERNOR

July 21, 1971

Mr. L. H. Young
Program and Planning Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. W. H. Tebeau

On Friday, July 16, I had the opportunity to spend some time with Lloyd Woolfe, Chief Geologist with your department. We visited the site at a potential gravel pit, located on the property of Mr. Vermilyea, adjacent to the Tillamook River.

We looked over the area being considered, and discussed the proposed operation in relation to possible stream damage. As the area involved includes what Lloyd classed as "terrace" gravels, there apparently would be no conflict with fishery values because the excavation would be away from the river channel. One possible source of stream pollution resulting from the operation could be the effluent from the gravel-washing part of the work. However, Lloyd had considered this and said that adequate settling basins would be required.

At this point in your studies of this proposal, I can see no stream or fishery resource damage problems. We appreciate the opportunity to be included in the planning of this gravel removal project in order to prevent damage to the fishery resource. Please keep me posted on development of this project.

Very truly yours,

Dave Heckeroth

Dave Heckeroth
District Fishery Biologist

(Room 15, Court House, Tillamook 97141)

DH:cs

cc: Regional office
Bob Sayre
Lloyd Woolfe

Lloyd Woolfe
7-23-71

RECEIVED
JUL 23 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TEBEAU

MATERIAL SOURCES
Available to
GREEN TIMBER ROAD
PLEASANT VALLEY,
OREGON COAST HWY.
TILLAMOOK COUNTY

Locations by: Ley Wolfe

January 31, 1972

1. CZ "10" QUARRY

2. 1" = 1 mile

3. CZ "10" QUARRY

4. CZ "10" QUARRY

5. CZ "10" QUARRY

6. CZ "10" QUARRY

7. OBLM QUARRY

Barclay Gravels

Vermilye Gravels

Pleasant Valley

Green Timber Road

Tillamook

Pacific

Oregon Coast

River

Trask

Tillamook

Hathaway

Dougherty

Slough

Rolun St

Hagarten

Radio Tower

Mc Cormick

Mill

Airport

South Prairie Sch.

Creek

Beaty

Whiskey

Joe

Smith

Bay

Ocean

MATERIAL SOURCES
Available to
GREEN TIMBER ROAD-
PLEASANT VALLEY,
OREGON COAST HWY.
TILLAMOOK COUNTY
Location by: Leo Wolfe
January 31, 1918

1. O'Donaldson Bar

2. Ilyss & Vogt Bar

3. Barclay Gravels

4. Vermilye Gravels

5. C.Z. "10" Quarry

6. C.Z. "10" Quarry

T. 1 S. - R. 9 W.

1" = 1 mile

Pleasant Valley

Green Timber Road

Tillamook

Wilson

Hathaway

Dougherty

Slough

Pacific

Oregon

Trask

Mill

Coast

River

Creek

Road

Bay

Nehalem

Whiskey

Jones

Reuben

Nehalem

Tillamook

Kilchis

Hillcrest

Fairview

Rolan St

Radio Tower

High Sch

Elementary

Elementary

South Prairie Sch

McCormick

Mill

Coast

Creek

Creek

Creek

12-8-71

File Copy

RECEIVED
DEC 21 1971
FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-137(5)

STATE PROJECT NO.
PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
TILLAMOOK

ITEM NO.
P-503

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
79410

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-10-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	12-8-71	FEDERAL AID PRIMARY ROUTE 11 OREGON COAST HIGHWAY ROUTE 9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 46842, AS REQUESTED IN MR. YOUNG'S OCTOBER 21, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

FILE #46842

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

THE NOVEMBER 26, 1971 REVISED RELOCATION PLAN FOR THE SUBJECT PROJECT IS APPROVED.

NOTED
R. R. MAGRUDER

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-8-71	For R. R. Green	FOR DIVISION ENGINEER

FORM PR-1240 (REV. 6-71) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
DEC 7 - 1971
FOR FILING
7940

December 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project F-137(5)
Pleasant Valley-Green
Timber Road
Right of Way

Dear Sir:

Your letter of November 1, 1971 requested the subuission of a revised relocation plan on the subject project before authorization could be given for the acquisition of right of way.

Enclosed is a copy of the revised relocation plan of November 26, 1971, which we trust will meet your approval and will now permit authorization to be given for the actual acquisition of parcel 46842 as requested in our letter of October 21, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:dg
Enc.

cc J. R. Oakes
R. N. Chase
H. Mitchell

RECEIVED
DEC 2 • 1971
FOR FILING
FORM E-90 (REV. 10-69)

1-7940

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
December 1, 1971

To: Mr. L. H. Young
Program and Planning Engineer

BUILDING

SUBJECT: Pleasant Valley-Green
Timber Road Section
Oregon Coast Highway
Tillamook County

Relocation Plan in Connection
With Phase II Liaison

At the time we requested Federal Aid Programing for this project, the Federal Highway Administration requested additional relocation information in their transmittal of October 21, 1971. This revised relocation plan has been prepared and a copy is attached hereto.

Please request Federal Highway Administration approval to negotiate on the hardship file 46842.

John R. Oakes
Assistant R/W Engineer

NOTED
F. B. KLABOE

JRO:ha
Attachment

cc R. E. Simpson /w/ att.
Tom Edwards
F. B. Klaboe
Victor Wolfe
Floyd Query
L. H. Young /w/ att.
H. S. Cox
Robert E. Royer /w/ att.
W. H. Tebeau /w/ Att.
Stu Couper /w/ att.

RECEIVED
DEC 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1971

OREGON STATE
HIGHWAY DIVISION

7940

E. ~~Salem Highway~~ Building, Salem, Oregon 97310

November 17, 1971

Mr. N. Michael Niflis
16045 101 South
Tillamook, Oregon 97141

Dear Mr. Niflis:

I have determined the present owner of the property which lies just southerly of your property. The owner's name is Publisher's Paper Company, Attention Mr. Richard Holmes, 419 Main, Oregon City. I would suggest contacting Mr. Holmes and determining if a small portion of that property could be purchased for your relocation.

I am attaching two copies of our map indicating the general requirements of the Highway Division for your use. These are marked Preliminary because of the minor changes which I discussed with you on my recent visit.

In regard to the right of way questions which you posed to me, there will be an agent stopping by to see you within a week or two. He will bring all the information relative to the relocation program and our appraisal methods.

I hope I have assisted you in the problems caused by this highway relocation.

Very truly yours,

J. B. Boyd
REGIONAL ENGINEER

NOTED
TOM EDWARDS

JBB/jc
Attachs.
cc: Tom Edwards
Victor Wolfe
Rod Henry

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Cust
RLH
101 Tillamook
Pd. Valley-Ste Timber
Ap
Niflis

November 3, 1971

Tom Edwards, Deputy Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Edwards:

Thank you for your immediate response to my letter of October 27, telling us that your Regional Engineer, Mr. J. Bruce Boyd, will arrange to meet with us.

Would you please give Mr. Boyd our telephone number which is 872-6755 so he may contact us by phone as we are gone so much of the time.

Thank you,

Mrs. N. M. Niflis

Mrs. N. Michael Niflis
16045-101 South
Tillamook, Oregon 97141

RECEIVED
NOV 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Boyd 11-4-71

NOTED
TOM EDWARDS

RECEIVED
NOV 5 - 1971

Const
RH
101 - Tillamook

to Planning Dy - Engrg Tom Ed

October 29, 1971

Mrs. N. Michael Niflis
16045 - 101 South
Tillamook, OR 97141

4478

Dear Mrs. Niflis:

Mr. Porter has handed me your letter concerning acquisition of your property.

I am, by a copy of this letter, directing that our Regional Engineer, Mr. J. Bruce Boyd, arrange a date to call on you at which time he will explain both the proposed taking and the time of negotiation for your property.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
F. B. Klaboe (enc.)
D. H. Moehring "
Victor D. Wolfe "
J. Bruce Boyd " - Please contact Klaboe and Moehring re right of way acquisition. Contact Wolfe re alignment. Call on the Niflis0s and report.

Edwards

October 27, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Mr. Porter:

Thank you for your letter of October 18. Please explain what you mean by "very minor"?

You also state that right-of-way negotiations for our property will not be commenced for several months. Could you be more specific than that? When you do start negotiations, how much time will be given us to find a comparable setting and home to what we now have? As we have been told by the realtors in Tillamook: What you now have and want is not presently available, and rarely is.

Would you have one of your surveyors come out and show us how much land we will have left after the highway goes through as we don't know exactly where our property corners are. We need to have this information. Please have your surveyor make an appointment as my husband wants to be here when he comes.

Also, send us any information and brochures you have in your office regarding relocation, etc.

We would appreciate the answers to the above questions soon.

Sincerely,

Mrs. Michael Niflis

Mrs. N. Michael Niflis
16045-101 South
Tillamook, Oregon 97141

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1971
R/W Files
Coast
R/W
101 - Jct

4428

October 18, 1971

Mr. N. Michael Niflis
16045 101 South
Tillamook, Oregon 97141

Dear Mr. Niflis:

This is in reply to your letter of October 2 concerning the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway.

There are contemplated changes in this section as it affects your property. These changes have not been completely finalized but will be very minor.

Right-of-way negotiations for your property will not be commenced for several months. If this would impose an undue hardship, please let us know and we will try to cooperate in any way we can.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
F. B. Klaboe
Victor Wolfe
David H. Moehring
J. B. Boyd

DES:af kw

Edwards
Int Rive

October 2, 1971

Mr. R. L. Porter, State Highway Engineer
Room 121, East Salem Highway Building
2960 State Street
Salem, Oregon 97310

Mr. Porter:

I have heard that the proposed highway changes for the Pleasant Valley-Green Timber Road section have been given the go ahead.

If this is so, what changes do you intend to make in the original proposal as far as our property is concerned?

If no changes are intended, then please let me know when you expect to begin negotiations on our property.

Please let me know <u>immediately</u>.

Sincerely,

N. Michael Niflis

N. Michael Niflis
16045-101 South
Tillamook, Oregon 97141

NMN/vn

FBL
RH

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1971
FOR ...

OREGON STATE HIGHWAY DIVISION

Const
RW
101 - Lgc

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 20, 1971

Mr. E. Michael Miflis
16045-101 South
Tillamook, Oregon 97141

Dear Mr. Miflis:

Thank you for your letter of April 14, which was addressed to R. L. Porter, State Highway Engineer, stating your views concerning the proposed highway improvement on the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County.

Your letter will be made a part of the transcript of the hearing held on April 13, 1971.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. L. Porter
Tom Edwards
V. D. Wolfe

4-26-71

COPY SENT TO
TOM EDWARDS

Copy

REFERRED TO
Hadl
BY

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Edwards

April 14, 1971

Mr. R. L. Porter, State Highway Engineer
Room 121, East Salem Highway Building
2960 State Street
Salem, Oregon 97310

Mr. Porter:

I am writing you to express my opinion concerning the proposed Pleasant Valley-Green Timber Road Section improvement and how it affects my family.

What we personally fear most concerning the proposal is that it may cause us to lose the very unique setting in which our home lies. We fear we will not be able to replace it with a comparable one.

Before we bought our home we must have looked at a hundred places, not to mention reading hundreds of listings. We knew what we wanted in a home most of all — privacy, solitude, a year-around creek, a large clearing completely surrounded by good-sized timber, a place where no one else could build on any side of us, a place undisturbed where our four children and our animals (chickens, ducks, rabbits) could run free. And all this on at least a few acres.

We had, as you can imagine, a very difficult time finding such a place, but with much time, effort, and determination we found what we wanted. And all these attributes I mention above are of more importance and value to us than even the home itself.

Now we fear, because of the highway proposal, we shall lose what we sought so urgently for and found with much difficulty.

Since we were contacted by Mr. Terbell, we have been looking earnestly for a comparable setting that can be obtained. We have found none. We have consulted with three different real estate agencies and have gotten the same story: <u>What you want is not presently available, and rarely is</u>.

How can a monetary value be placed on what we most value in our property — the setting and what its uniqueness offers? I suppose I could contact the countless people who desire such a place and ask them what they would be willing to pay. I don't know, but if I have to, I will find out somehow.

I know the highway people are concerned that the displaced persons be placed in "adequate" housing that is "decent, safe, and sanitary." But as I have said, such provisions are secondary to our desires, which I have described.

To summarize then, I must say that until we see that we will be able to obtain a setting that will be favorably comparable with the one we now have, I must go on record as being opposed to the proposed improvement as far as our property is concerned. A house is a house. But a setting is not a setting. Almost any house can be replaced, but a setting such as ours is a rare find that we intend to keep or duplicate.

Sincerely,

N. Michael Niflis
16045-101 South
Tillamook, Oregon 97141

NMN/vn

cc: D. A. Terbell

RECEIVED
MAR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 11-52

FORM FR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-8-71

BY (Signature): MR. YOUNG'S OCTOBER 21, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 503 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION / WORK
503	F-137(5)	3.01	275,000	174,700	PLEASANT VALLEY-GREEN TIMBER ROAD SECTION. — RIGHT OF WAY

11-8-71

NOTED TOM EDWARDS

NOTED F. E. HARRIS

REMARKS (Division)

AUTHORIZATION TO PROCEED WITH ACQUISITION OF RIGHT OF WAY IS DEFERRED PENDING RECEIPT AND APPROVAL OF A RELOCATION PLAN AS DISCUSSED IN OUR MEMORANDUM OF NOVEMBER 1, 1971 EXCEPT THAT ONLY APPRAISALS AND APPRAISAL REVIEW ARE AUTHORIZED FOR ONE PARCEL – FILE NUMBER 46842.

11-10-71
Young

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NOV 12 1971
FOR FILING

7940

STATE HIGHWAY ENGINEER
OREGON
RECEIVED

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-8-71	FOR: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7940

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 1, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-137(5)
Pleasant Valley - Green Timber Section
Replacement Housing

The receipt of the program documents for the subject right of way project again brings to our attention the question of the availability of replacement housing on this project. Our memorandum of June 29, 1971, pointed out the conflicting statements that had been made on this matter and although Mr. Young's July 9, 1971, response to this memorandum indicated that adequate replacement housing is available in Tillamook we do not agree that this constitutes being available in the same general area (See Paragraph 16c(1) of IM 80-1-71).

The relocation plan would indicate that of the nine families being displaced three would have no objection to moving to Tillamook or other areas. (Storey, Barnett and Pearson). Of the remaining six families the report as well as the public hearings record indicate that four desire to remain in the area. (Varner, Pollard, Andrews, and Niflis). The desires of the other relocatees are not clearly established.

We do not believe that an offer to supply replacement housing in the City of Tillamook fulfills the requirement that adequate decent, safe and sanitary replacement housing must be available in the same general area for those people who desire to remain in the rural atmosphere of Pleasant Valley.

We are, therefore, deferring authorization to proceed with the acquisition of any right of way pending receipt and approval of an adequate relocation plan on an individual family basis. This plan could include:

a. A replacement housing payment based on owner's retention as outlined in Paragraph 24f of IM 80-1-71.

b. Mobile homes.

RLP Young 11-9-71

(more)

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

c. In those instances where existing housing cannot be found near Pleasant Valley or it is impractical for the owner to retain his home it would be possible, on an individual basis, to consider a payment on the basis of constructing a replacement house.

cc:
OSHD (D H Moehring)
OSHD (R N Chase)

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1971
FOR FILING
7940

October 21, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Pleasant Valley-Green Timber
Road Section
Tillamook County
Clearinghouse #71.0126

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Project:

Item No.	Project No.	Name
303	F-137(5)	Pleasant Valley-Green Timber Road

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

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OCT 22 1971
FOR FILING

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October 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are forwarding program data for one Primary Right-of-Way Project, Pleasant Valley-Green Timber Road Section, Item 503, Project No. F-137(5), which we desire to have included in the Federal-aid Primary Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition, including incidental work and relocation assistance payments for the project and the actual acquisition of parcel No. 46842. The owners of this property have requested hardship consideration and enclosed is a copy of Mr. Oakes' memo of October 13, 1971, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person on this project, and no one will be required to move from his home until he has acquired decent, safe, and sanitary replacement housing or has been offered housing meeting these requirements which is available for immediate occupancy. Relocation assistance will be provided from the Region 2 Right-of-Way Office at 2960 State Street in Salem.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

We are enclosing a copy of the State Clearinghouse approval for the project. As stated in our letter of July 6, 1971, which requested location/design approval, no action was taken by District 1 Clearinghouse on the "Notice of Intent" submitted for their comments on March 20, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

ON NO.

O.

FORM PR-1 (REV. 4-61)

10-21-71

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ER (20) | PROJECT LOCATION (65 typewriter spaces) (21–65): US 101 Pleasant Valley to S. 3.0 Mi.

ADT | PRESENT: 3,200 | FUTURE: 6,100 | YEAR: 91 (66–72)

REGION: 08

STATE NAME: Oregon

STATE CODE: 35 (2–3)

APPN CODE: 012 (4–9)

ITEM NO.: 503 (10–14)

PROPOSED WORK (35 typewriter spaces): Way Acquisition (62)

NATL. FOREST (63–65)

FH ROUTE NO. (66–69)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72–73)

PL. AUTH YR (74–75)

PROJECT NUMBER: PREFIX LETTER(S) (14–23) | NUMBER: F- 137(5) (7–13) | SEQ. NO.

I. Projects Only: POST MI. (24–26) | DESIG. (27)

RAL FUNDS: Primary

AREA

COUNTY NAME: Tillamook | CODE: 057 (14–16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P | FEDERAL-AID: 11 (32) | STATE: 9 (36–37) | U.S.: 101 (41)

CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description) (54–59)	MILES (60–63)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (64–69)	FEDERAL FUNDS (67–70)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		US 101 Pleasant Valley to S. 3.0 Mi.						ROW acquisition all phases including incidental work and relocation payments. (Ultimate facility of 4-12' lanes HT pave. with 10' shoulders and 16' median) ROW-165' min.; Access Control-partial; Park Restrictions-none.
	ROW		(Pleasant Valley-Green Timber Road)	3.01	275,000	174,700	100,300		
	CONST (CODE)								
	PROJECT TOTALS			3.01	275,000 (16)	174,700 (23)(24)	100,300 (25)		

PARED BY

PROJECT

GRAM APPROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48008-P61

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-21-71

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION *(45 typewriter spaces)*: US 101 Pleasant Valley to S. 3.0 Mi. 21 65	ADT	PRESENT: 3,200	FUTURE: 6,100 (66)(70)	YEAR: 91 (71)(72)	REGION: 08	STATE NAME: Oregon (2)	STATE CODE: 35
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Right-of-Way Acquisition 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER — PREFIX LETTER(S): F- (14 23) — NUMBER: 137(5) (7) — SEQ. NO
CARD 4	CLASS OF FEDERAL FUNDS: Primary						COUNTY NAME: Tillamook		CODE: 057 (14)(16)
	NAME OF URBAN AREA 17-31						ROUTE NO. P	FEDERAL-AID: 11 (22)	STATE: 9 (26)(27) — U.S.: 101 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	18	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
5					PE		US 101 Pleasant Valley to S. 3.0 Mi. (Pleasant Valley-Green Timber Road)					
5					ROW			3.01	275,000	174,700	100,300	
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS				
1	14	PROGRAM APPROVAL DATES		3.01	275,000	174,700	100,300
				(16) (23)(24) (33)			

REMARKS

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4-12'
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ROW-1
Contro
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USCOM

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION
F-137(5)

Existing Facility:

20' bituminous macadam surface with 4' shoulders.

Adjacent Sections:

North End: 20' bituminous macadam surface with 4' shoulders.
South End: 20' bituminous macadam surface with 4' shoulders.

Project Data:

Right-of-way acquisition, all phases, including incidental work and relocation assistance payments as required to provide for future construction of a highway facility to provide for 4-12' travel lanes high-type pavement, 16' median and 10' shoulders. (Initial construction will provide 2-12' travel lanes with 10' shoulders with the additional travel lanes to be added at a later stage of construction.)

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas: None involved.

Public Hearing: Held April 13, 1971 and certification required by Section 128 "Public Hearings" of Title 23 U.S.C. was made under our letter of July 6, 1971.

Design Approval: FHWA memo of August 20, 1971.

State and District Clearinghouses' approval and nonaction submitted under our letter of July 6, 1971, requesting location/design approval.

Final Environmental Impact Statement submitted under our letter of June 24, 1971, and approved August 20, 1971.

Data for PR-37:

Relocation assistance payments estimated cost as follows:

A. Moving Costs:	8 families	$ 3,300
	3 businesses	2,000
		$ 5,300
B. Replacement Housing Costs:	8 families	$36,500
C. Incidental Costs:		$ 3,200

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OCT 11 1971
FOR FILING
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4 a (2)
9-8-71

September 28, 1971

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, Oregon 97141

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 402" adopted by the Highway Commission on September 8, 1971, covering the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 24, 1971

4a 1.42

Oregon State Highway Commission

4a cD

Gentlemen:

Surveys have been completed on the following two sections. All required public hearings have been held and we have requested design approval from the Federal Highway Administration.

Sodaville Road-Vail Creek Section, Santiam Highway, Linn County

This project will consist of widening the existing two-lane facility to four lanes. The roadway will have two 24-foot travel ways, a 16-foot median and 10-foot shoulders each side. A favorable public hearing was held February 23, 1971 and the project has received affirmative comments from both State and District Clearinghouses. The length of this section is 1.46 miles and the total estimated cost is $920,000 (construction $900,000; right-of-way $20,000). This section is the westerly unit of the Vail Creek-Sweet Home Section, which was tentatively adopted on Federal-Aid Program XII February 16, 1971.

Pleasant Valley-Green Timber Road Section, Oregon Coast Highway, Tillamook County

This section is a part of the updating of the Oregon Coast Highway, will improve the existing two-lane facility, and will provide for future four-lane construction. The roadway, on improved alignment, will have two 12-foot travel lanes with 10-foot shoulders; however, provisions are incorporated in the design to permit future expansion to a four-lane highway facility. A combination Corridor and Design Hearing was held on April 13, 1971, with a slight line change on the southerly end as a result. State and District Clearinghouses

Form E-123

have reviewed the section with no adverse comments. The length of this section is 3.01 miles and the total estimated cost is $1,600,000 (construction $1,300,000; right-of-way $300,000). This project was added to Federal-Aid Program XII August 18, 1970.

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the right-of-way necessary for construction of these Federal-Aid projects.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
Frank L. Hall
L. H. Young
V. E. Skoog
D. H. Moehring
J. B. Boyd

RECEIVED
AUG 23 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 20, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-137(-)
Pleasant Valley - Green Timber Road Section
Oregon Coast Highway
Final Environmental Statement

8-25-71

Washington office approval of the subject final environmental impact statement has been received together with authorization to advance the project in a normal manner.

Location/design approval is, therefore, given as requested in Mr. Klaboe's July 6 letter.

NOTED
JOM EDWARDS

RECEIVED
AUG 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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July 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Pleasant Valley-Green Timber
Road Section
Oregon Coast Highway
Tillamook County

Dear Sir:

This will reply to your letter of June 29, 1971, concerning the availability of replacement housing on the Pleasant Valley-Green Timber Road Section, Oregon Coast Highway. You have raised the question in your letter of differing statements in the Phase II Liaison Report and the Corridor-Design Hearing Statement of Mr. Oakes regarding the availability of replacement housing.

The March 15 Phase II report prepared by Mr. Terbell covering relocation matters stated that the availability of relocation housing "in the area of this location" indicates the supply is entirely inadequate. Mr. Terbell then outlined the method of handling relocation on each file where a dislocation of either a residential property or business was to be made. In the Phase I report dated February 12, 1971, prepared by Mr. Terbell, he stated that a study of the area surrounding the project (within three miles) indicated that adequate replacement housing was not at the moment available but that there was an adequate supply of replacement housing in Tillamook, which is seven miles north of the project.

You will note in Mr. Terbell's March 15 report that a number of the relocatees actually work in Tillamook while some of the other people to be relocated desire to leave the area and return to different climates. Still others plan to move onto their remaining property, either moving the dwelling they are presently occupying or moving into mobile housing which they will place on their remaining property. Mr. Terbell attempted to point out file by file how relocation could be handled, providing adequate lead time (18 months) was available to accomplish the relocation.

In Mr. Oakes' statement at the public hearing, he stated that no persons or families would be displaced from their homes until they had been relocated to decent, safe and sanitary housing; obtained the right of possession of adequate replacement housing; or had been offered decent, safe and sanitary housing which was available for immediate occupancy. Mr. Oakes went on to state that alternate housing for the project was available and, more particularly, that the local newspaper carried many listings of real property in the Tillamook area.

In my opinion, there is no conflict in the Liaison Report and Mr. Oakes' statement at the hearing other than the fact that Mr. Terbell was considering an extremely limited area, namely the bounds of the project, when he stated that relocation housing was entirely inadequate. I do not believe that the intent of the Federal regulation is that replacement housing must be available "across the street" from that taken, but merely to be in the area. In the case at hand, the immediate area would need to include Tillamook since most of the employment for the people being displaced is in Tillamook.

It is felt that the matter had been adequately covered in the Final Environmental Impact Statement which indicated that "sufficient time will be allowed to conduct a humane, orderly, relocation program."

The other social, economic and environmental effects as defined in PPM 20-8 have been considered, as indicated in Mr. Klaboe's letter to you dated July 6, 1971, requesting location/design approval for the subject project.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG
L. H. Young
Program and Planning Engineer

LHY:ia

cc: Tom Edwards
F. B. Klaboe
D. H. Moehring
W. H. Tebeau
R. N. Chase

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-137(-)
Pleasant Valley-Green Timber Road Section
Oregon Coast Highway
Corridor-Design Hearing Transcript

Receipt of the transcript of the public hearing for the subject project held on April 13 is hereby acknowledged.

Although the hearing was held in accordance with the requirements of PPM 20-8 we feel that the State's presentation with regard to relocation housing did not accurately describe this matter. It was stated at the hearing that "alternate housing for this project is available", whereas the March 15 Phase II liaison report indicates that "A study of the availability of relocation housing in the area of this location indicates the supply is entirely inadequate".

It will be necessary to reconcile this problem along with the consideration of the other social, economic, and environmental effects as defined in Paragraph 4c of PPM 20-8 before a request for location/design approval can be considered.

7-2-71
REFERRED TO

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JUN 21971
PROGRAM & PLANNING
DIVISION

TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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JUL 12 1971
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ENVIRONMENTAL PROTECTION AGENCY
WATER QUALITY OFFICE REGION X
501 PITTOCK BLOCK
PORTLAND, OREGON 97205

NOTED
R. L. PORTER

July 6, 1971

Edwards

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

REFERRED TO
BY: STATE HIGH. ENGR.
7-9-71

Dear Mr. Porter:

We have reviewed the environmental impact statement for the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway and submit the following comments:

1. Page 7, paragraph #1 - you should change wording to read: Construction work associated with Mills Creek and the unnamed tributary will be scheduled to avoid interference with critical processes of these species.

2. The construction of the bridge across the unnamed stream should be exactly the same as the one across Mills Creek. These small tributaries are vital as rearing habitat for the sea run cutthroat and any disruption of these areas reduces the production of the area. Culvert design, described by the U. S. Forest Service Technical Report ETR-7700-5, Fish Versus Culverts by H. E. Metsker, July 1970, should be followed as closely as possible.

3. We feel more should be included on the regional plan of road construction in this area and how this project fits in.

Thank you for the opportunity to comment.

NOTED
F. B. KLABOE

RECEIVED
JUL 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Director
State and Federal Assistance
Project

cc: Mr. Irvin Lloyd

RECEIVED
JUN 25 1971
FOR FILING

7940

June 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Final Environmental Impact Statement
Pleasant Valley-Green Timber Rd. Sec.
Project F-137(-)
Oregon Coast Highway (US 101)
Tillamook County

Dear Sir:

In accordance with the "National Environmental Policy Act Guidelines", we are submitting eighteen copies of a "Final Environmental Impact Statement" relative to the proposed highway project on the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb
Attachment

cc: Tom Edwards
F. B. Klaboe
F. L. Hall
R. N. Chase
B. L. Gifford
S. J. Couper

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

OREGON COAST HIGHWAY

TILLAMOOK COUNTY, OREGON

JUNE 16, 1971

Agency Reviews - The attached correspondence shows State agency concurrence in this project provided compliance is observed with Highway Safety Program Standard No. 312. The following agencies commented on the Draft Environmental Impact Statement (documents attached).

1. Federal Highway Administration
2. State of Oregon, Local Government Relations Div.
3. Dept. of Housing & Urban Development
4. National Park Service

Responses to agency comments and hearing proceedings are included in the attached Final Environmental Statement.

The project is advanced to improve the Oregon Coast Highway by acquiring sufficient right-of-way for a four-lane facility and construction of a two-lane facility.

Adverse effects include displacement of 36 individuals and three businesses, plus occupation of some agricultural land.

Alternatives to this proposal are limited due to increased disruption of agricultural endeavors and the natural drainage of the area.

This project is advanced by administrative action of the Oregon State Highway Division.

The following agencies were notified and invited to comment on the project:

Dept. of Transportation, George M. Baldwin, Director
Ports Division, Salem
Federal Highway Administration, Salem & Portland
U.S. Dept. of Housing, Urban Development; Portland & Seattle
Regional Coordinator, U.S. Dept. of Interior, Portland
National Park Service, U.S. Dept. of Interior, Portland
Bureau of Outdoor Recreation, U.S. Dept. of Interior, Seattle
Federal Aviation Administration, Seattle
Bureau of Sport Fisheries and Wildlife, Portland
Local Government Relations Division, Salem
Office of the Governor, Natural Resources, Salem
Department of Environmental Quality, Portland (2)
Fish Commission of Oregon, Portland
Oregon State Dept. of Forestry, Salem
Oregon State Game Commission, Portland
Economic Development Support, Salem
Soil and Water Conservation Committee, Salem
State Marine Board, Salem
Division of State Lands, Salem
Public Utility Commission, Salem
Ore. State Board of Health, Sanitation-Engr'g. Div., Portland
Aeronautics Division, Salem
Oregon Council of Architects, AIA, Portland
Oregon Truckers Association, 2153 SW Main, Portland 97205
American Assoc. of University Women, 16702 SE Fircrest, Milwaukie
Senator W. Stan Ouderkirk, State Capitol, Salem
Representative Paul A. Hanneman, " "
Tillamook County Public Utility Dept., 906 Main, Tillamook 97141
Pacific NW Bell Telephone, 421 SW Oak St.-Rm. 437, Portland 97204
Pleasant Valley Water Co., Rt. 3, Box 133AAA, Tillamook 97141
Clatsop-Tillamook Intergovernmental Council, Courthouse, Astoria 97103
Tillamook Inter Ed Dist., 215 Courthouse, Tillamook 97141
Beaver School Dist. #8, Beaver 97108
Tillamook School Dist. #9, P.O. Box 469, Tillamook 97141
H. B. Ditmore, 4321 SW Washouga Street, Portland 97201
Pleasant Valley Grange Hall, Hwy. 101 South, Tillamook 97141
Attn: Mrs. Minnie Wade
Oregon Environmental Council, Larry Williams
Tillamook County Board of Commissioners

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

PLEASANT VALLEY-GREEN TIMBER ROAD SECTION

OREGON COAST HIGHWAY

TILLAMOOK COUNTY, OREGON

JUNE 16, 1971

DESCRIPTION AND PURPOSE OF PROPOSAL

The proposed project is to improve the Oregon Coast Highway from the rural community of Pleasant Valley south to Green Timber Road, a distance of approximately three miles. Improvement intended is acquisition of sufficient right-of-way for an eventual four-lane facility, and immediate construction of a two-lane highway. The location, as established, closely follows the existing route US 101, but does vary in places where poor horizontal alignment is eliminated. Vertical alignment also follows the existing route closely, but eliminates several dips and rolls in the present grade. The initial construction will consist of two 12-foot travel lanes and 10-foot shoulders.

Suitable access connections, drainage facilities, guard rails, fencing, and a cattle underpass are included in the proposal.

The purpose of the project is to replace a congested, outdated highway to accommodate the increase in industrial, commercial and recreational traffic within and through Tillamook

County. 1969 daily traffic averaged 3,050 vehicles near the north end of this section and 2,900 near the south end. The computed capacity of the existing facility is 2,500 vehicles daily, and 1990 traffic is estimated to be 5,900 vehicles daily.

The accident rate for this section of highway is 2.59 accidents per million vehicle miles. The statewide average rate for similar types of highway is 2.39 accidents per million vehicle miles.

The surrounding environment of the project area includes small dairy farms, pasturelands, and rural homes located in a valley that varies from one-half mile wide at Pleasant Valley to virtually no bottomlands at the south end of the project near Green Timber Road. The Tillamook River flows northerly along the west side of the valley, while Highway 101 generally follows the east side. Two streams, Mills Creek and another smaller drainage flow northwesterly across the valley to meet the Tillamook River. The valley floor terminates with abruptly rising forested hills on both sides.

This scene is very typical of Tillamook County. Dairy farms occupy nearly all of the lowlands, with the most extensive area south of Tillamook down to Pleasant Valley, and the area affected by the project is the southern tip of these Tillamook plains. The county also receives very heavy recreation pressure, particularly during the tourist season. The other major economic base of the county is the forest industry.

Deer, grouse, band-tailed pigeons and pheasants inhabit the area, and Mills Creek contains significant runs of anadromous fish. The

following table shows the type of fish and approximate time present and spawning periods in Mills Creek.

Type	Present In Stream*	Spawning Period*
Coho	September to March	November to January 15
Winter Steelhead	October to June	February 15 to April
Cutthroat	Year-round	January and February

*Time applicable to north coast streams except Columbia River tributaries.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Right-of-way necessary for this proposal involves 37 ownerships, including displacement of nine families (36 individuals) from dwellings and three business operations. All three businesses are combined with living quarters. Replacement housing is not considered available at this time; however, only one family of six individuals is left with inadequate remainder on which to relocate. Of the three businesses, two have expressed a desire to leave the area, while one may wish to rebuild on the remainder.

There is no displacement of farm operations or nonprofit organizations, but small takings will involve both. Some of the right-of-way required will include pasture land used for dairy herd grazing.

The project will include crossing two streams (Mills Creek and an unnamed tributary of the Tillamook River) and various grading work to satisfy horizontal and vertical alignment requirements.

In view of the difference between the capacity of the existing facility and the present daily traffic, the congestion of traffic would certainly be relieved by the new highway. Considering the 1990 ADT estimate of 5,900 vehicles, this concept becomes more valid. Ease of mobility in Tillamook County would be increased--an important point since the only other north-south route in the county is the Cape Lookout road that is not intended to function as a direct, through route. Accordingly, the performance of school buses, rural mail delivery, law enforcement and other emergency vehicles in the area would be improved. It is also anticipated that the accident rate on this section would decrease upon completion of the project by improving alignment and reduction in the incidence of several ice pockets now occurring on the existing route.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

The displacement of nine families and three business operations is considered to be an unavoidable adverse effect of the proposal. Land withdrawn for right-of-way and construction purposes is an adverse effect since other uses are precluded, including taxation as private property.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

The one alternative to this proposal besides retaining the status quo would be a corridor lying to the west of the alignment roughly following the base of the hills. (See attached map.) This alternative did not appear to be feasible when environmental impacts are considered because of the resultant severance of agricultural land devoted to dairy farming and the conflict with the Tillamook River and two of its tributaries, even though fewer families would be affected. The conflict with the Tillamook River and its tributaries would, out of necessity, involve channel realignment which could have a serious adverse impact upon the anadromous fish runs in these streams. The alternative is also longer than the proposed project, and it replaces approximately two miles of highway that is considered adequate.

An entirely new right-of-way taking would have a significant impact on the limited areas available for grazing. Utilizing in essence the existing right-of-way along with the amounts of additional needed would have a less significant effect on the grazing land and, thus, the economy of this area which is largely dependent upon the dairy industry.

To not implement the project would allow a dangerous substandard facility to remain in use which would have a direct adverse effect upon public safety.

For these reasons, the proposal was considered to have the least significant environmental impact.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

This proposal is intended to improve traffic flow of this heavily traveled tourist and commercial route. In so doing, economic and social benefits accrued to the area would be beneficial to the economic and social environment, thereby augmenting the long-term productivity of the region. Similarly, the recommendation to essentially improve the existing traveled way minimizes disruption of agricultural activities, which is the local use of the land surrounding this corridor.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land required for the upgrading of this facility would be withdrawn from other uses and, as public land, would no longer remain on the tax rolls. Within the project limits, the materials used for construction will be committed for the life of the facility, and the right-of-way not occupied by the highway can only regenerate to native flora, except where reseeding of cut and fill slopes is implemented to accelerate this regeneration.

The engineering and construction efforts and fund expenditures committed to this project will be unavailable for other uses.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

The attached correspondence shows State agency concurrence in this project provided concurrence is observed with Highway Safety Program Standard No. 312.[1]

---

[1] Attached State of Oregon Executive Dept. letter dated March 17, 1970.

The testimony received at the hearing was largely in favor of the project. Opposition was based upon two aspects. Some individuals contended that other sections of highway were in greater need of improvement, but the majority of those offering testimony visualized this as a necessary step towards improving the highway system of Tillamook County.

The largest segment of opposition dealt with the removal of several residences near the southerly end of the project. This part of the location was dictated almost entirely by a large hill which was determined to have high slide potential. Investigation of possible alternatives in this area revealed that any line shift to miss the homes would necessitate taking large amounts of additional material from the hill, would definitely increase the potential of future slides, and would compromise the design standards of the facility. The excess material would not be suitable for embankment and would therefore be disposed of by wasting. Even this would not eliminate severe encroachment on the residences involved, and it would increase the impact on two residences on the west side of the facility.

Attached are responses from various agencies that received the draft statement.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Of the nine families being displaced, a study shows that three wish to leave, one may relocate, and five would probably relocate on the remainder. Services such as relocation advisory assistance, payment for moving, storage, damages, and expenses incidental to transfer of real property will be

executed. Sufficient time will be allowed to conduct a humane, orderly relocation program.

To preserve anadromous fish runs and the resident cutthroat population in Mills Creek, the highway crossing is to be accomplished by extension of the existing box culvert on a skew angle to minimize stream bed disturbance and to avoid any stream relocation work. Suitable grades will be maintained to allow fish passage. A small bridge is to be removed just upstream from the Mills Creek crossing, which will eliminate any constriction of the stream caused by this structure. It is also anticipated that the above work will be scheduled to avoid interference with critical processes of anadromous fish species. The other small unnamed stream is a less significant habitat and the crossing is to be accomplished by culvert and some channel changes.

In addition to the above, specifications concerning state air and water quality standards will be enforced throughout the project.

A structure in the proposed right-of-way (cheese factory complex - CA 1910-20) was judged to possess some local historical significance. It is now considerably altered and deteriorated, therefore it was rated in a class of secondary significance. The building was not included in the National Register of Historic Places as of June 1, 1971. To date, the building has not been covered in the Statewide Inventory of Historic Sites and Buildings. No historic sites inventory at the county level is known to exist.

The structure was one of approximately 40 buildings identified in a survey of the southern half of Tillamook County in May, 1970

by Oregon Highway Division staff, including a historian. It was one of four structures of its type.

The value of the buildings lies in the fact that, in combination with other factories in Tillamook County communities, it demonstrates the early dispersal of cheese processing operations. In recent years, the industry has become centralized and the old factories are no longer in operation.

There is no known desire by individuals, groups or any organizations to preserve this structure. No objections were raised in the hearing regarding this point.

Routine utility relocation is to be coordinated with Tillamook P.U.D., Pacific Northwest Bell Telephone Company and Pleasant Valley Water District. Culverts, pipes and other drainage feature considerations are being coordinated with the Soil Conservation Service in order to improve drainage of nearby agricultural lands. Whenever practicable, ditches and culverts have been placed to avoid moving them when two lanes are added in the future.

Soil tests have been conducted to determine extent and feasibility of intended cuts to minimize potential slide areas. Roadside seeding and mulching will be accomplished with the project to minimize erosion, reduce stream siltation, and restore slopes to a natural appearance.

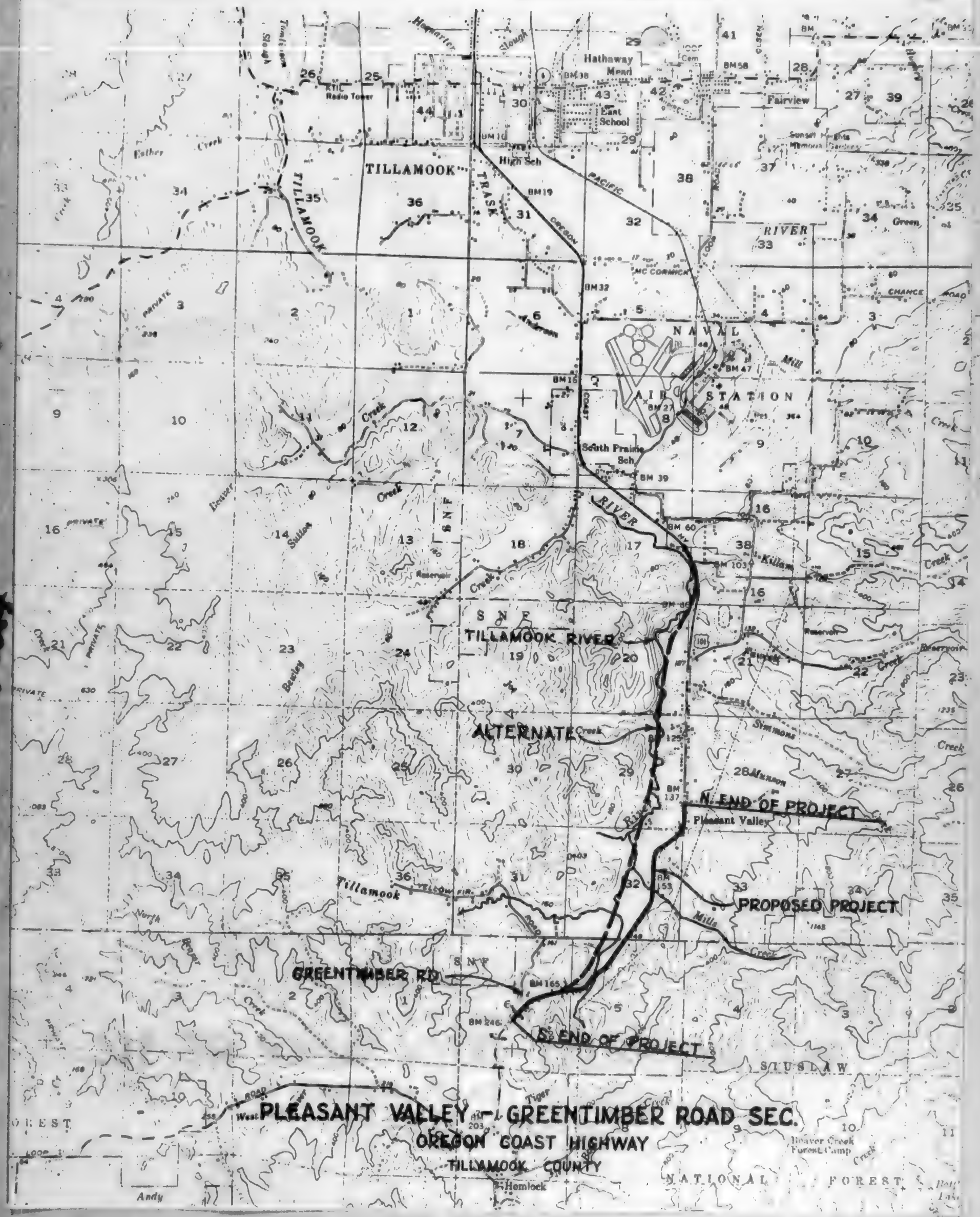
A critical consideration throughout the project is to provide safe detour for the heavy recreational and commercial traffic that occurs on this route, particularly during the tourist season.

Strict adherence to stage construction with minimal detours will produce only minor traffic delay for the entire project. Temporary signing and other protective measures will be applied as necessary.

One farm has all of the pasture land on the west side of the highway, while his facilities are on the other side. Consequently, a 90-inch elliptical pipe for cattle pass has been designed to protect public safety and the individual's farm operation.

In a previous study of this area, the Game Commission observed that relocation of Highway 101 on or near the existing route would have the least impact on game populations of the area. In further investigation, no significant habitats, ranges, nesting areas or critical concentrations of game were found in the immediate vicinity of this project's boundaries.

6/16/71
GAP:dg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PLEASANT VALLEY — GREENTIMBER ROAD SEC.
OREGON COAST HIGHWAY
TILLAMOOK COUNTY
Hathaway Mead
East School
Fairview
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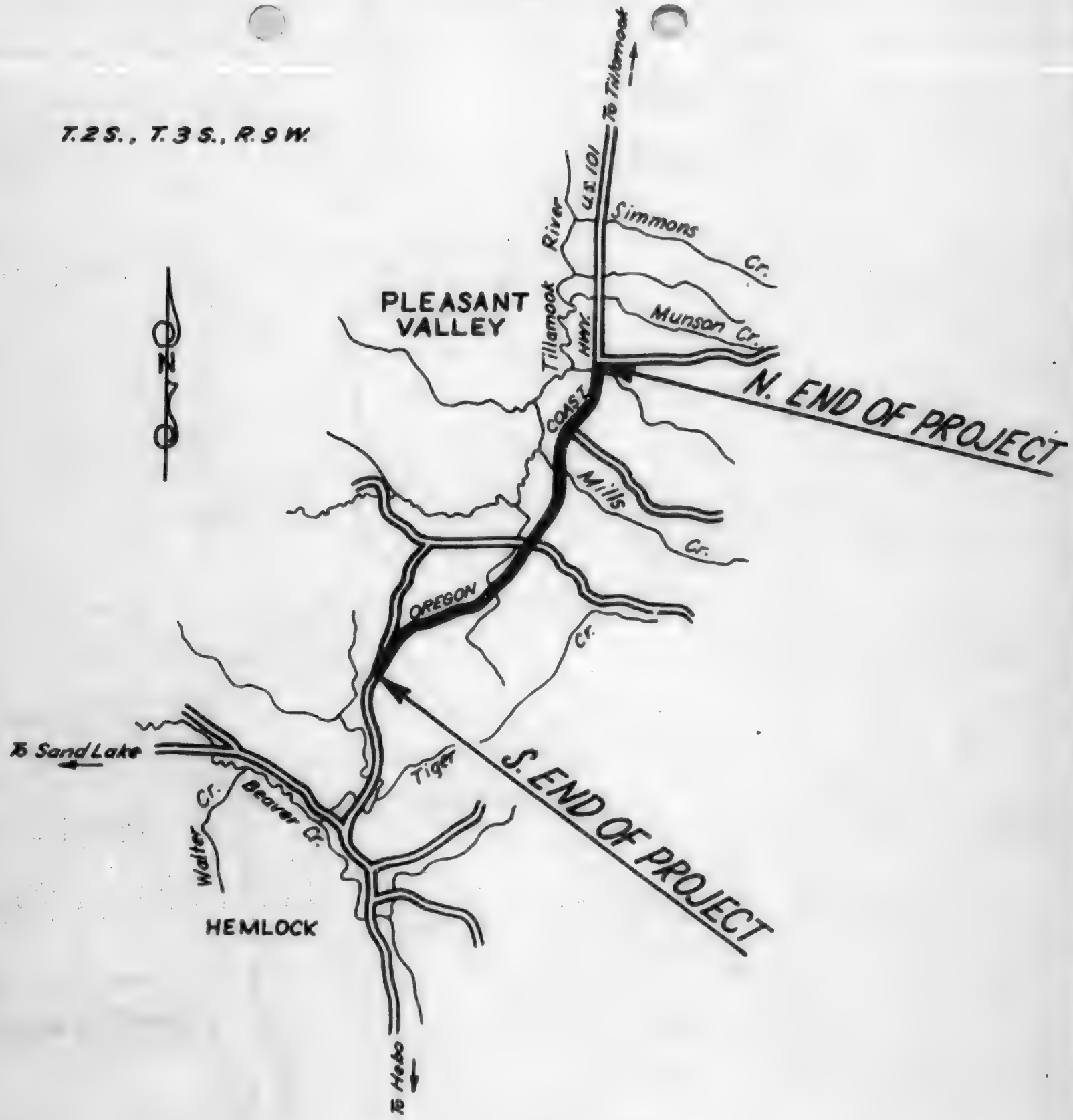
NATIONAL FOREST



OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

PLEASANT VALLEY-GREEN TIMBER RD. SEC.

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: May 26, 1971

In reply refer to: 08-00.36

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

FROM : I. C. Lloyd, Regional Environmental Coordinator
By: D. H. Potter, Acting Reg. Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project F-137(-)
Pleasant Valley - Green Timber Road Section
Oregon Coast Highway
Draft Environmental Statement

The draft statement for the subject project is considered to be one of the better submissions received to date. This statement provides evidence of coordination with other agencies concerned with the environmental impact of highway construction activities. The following suggestions are offered for your consideration in preparing the final environmental statement:

(1) It would be desirable to include a section immediately following DESCRIPTION AND PURPOSE OF PROPOSAL that describes in more detail the existing natural and man-made environment. In a round-about way, one can visualize the type of environment in the project area. For those unfamiliar with this locality, additional discussion of the importance of dairy farming, cheese manufacturing and processing, commercial and recreational activities in the project vicinity is perhaps warranted to aid others who must review the final environmental statement.

(2) The information concerning the fisheries resource of Mills Creek could be consolidated in the section suggested in (1) above. If other forms of wildlife, waterfowl, etc. are in the project area, it would be desirable to comment on their range, feeding and nesting habitat, etc.

(3) The map does not depict the alternate discussed on page 4. Perhaps a larger map, showing how extensive the channel realignment of the Tillamook River and its two tributaries would be on the westerly alternate, would add to the other listed reasons for selecting the present proposal.

(4) Under IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES, page 5, it is considered desirable to acknowledge that resources such as earth, gravel, sand, etc. within the project limits and borrow sites are committed for the life of the planned facility. However, the roadside areas not actually used for roadbed are available for revegetation by natural regeneration of native plant species or by landscaping where warranted.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-814

(5) Future draft environmental statements should have a list attached showing the names of those groups, agencies, etc. to whom such draft statements were sent for review and comment.

(6) Indication that a structure in the right of way was judged to possess some historical significance (page 7) raises the question of whether the site is included in any register or listing of historic sites. Since the draft statement has been circulated we suggest that some additional information be provided regarding who made the judgment and whether there is any desire by others to preserve the structure.

FILE

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

April 19, 1971

REGION X
Office of Metropolitan Planning
and Development

IN REPLY REFER TO:
10ME

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: Environmental Impact Statement
Pleasant Valley - Green Timber Road Section
Tillamook, Oregon

We have reviewed the draft Environmental Statement submitted to our Portland Area Office with your April 8, 1971 letter.

The proposed project is to improve the Oregon Coast Highway from the rural community of Pleasant Valley south to Green Timber Road, a distance of approximately three miles.

We do not find any significant concern regarding adverse environmental impact in our areas of concern. We assume the relocation of displaced families will be resolved prior to start of construction.

We defer to other agencies comments on such factors as the air pollution, design considerations to preserve anadromous fish, general safety standards, and other technical aspects of the highway design.

Thank you for the opportunity to comment on your draft statement.

Sincerely,

John R. Merrill
Assistant Regional Administrator for
Metropolitan Planning and Development

cc: Irv Lloyd, FHWA

NOTED
R. W. ELLISON

NOTED
W. H. TEBEAU

RECEIVED
APR 22 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TEBEAU

United States Department of the Interior

NATIONAL PARK SERVICE

920 N. E. 7th Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

June 9, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This concerns the "Draft Environmental Statement" relative to the following proposed highway projects.

1. Pleasant Valley - Green Timber Road Section
   Oregon Coast Highway - Tillamook County, Ore.

2. S. Tigard Interch. - Tualatin River Section
   I-5 (Pacific Highway) - Clackamas and
   Washington Counties

These statements do not indicate that attention has been given to the possible effect of the project on historical values. In accordance with the National Historic Preservation Act of 1966, P.L. 89-665, the National Register of Historic Places should be consulted. Also, there may be sites being considered by the State for nomination on the Register and this can be determined by consulting the Parks and Recreation Section which we understand is handling these matters for the State Highway Engineer who is the State Liaison Officer.

We appreciate the opportunity to review and comment on these statements.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

By Edwin L. Arnold
Edwin L. Arnold, Acting

6/10/71

NOTED
W. H. TEBEAU

RECEIVED
JUN 10 1971
PROGRAM & PLANNING
DIVISION

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. 7th Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

REFERRED TO
BY SECRETARY

June 11, 1971

Mr. Floyd Query
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Your notice of informal informational corridor-design sessions and description of the following projects have been reviewed:

1. Emigrant-Frazer Couplet
   Pendleton-John Day Highway
   Umatilla County

2. Pleasant Valley-Green Timber Rd. Sec.
   Oregon Coast Highway, Tillamook County

We have no comments on these projects.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

CC TEBEAU
6-15-71

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1971
PROGRAM & PLANNING
DIVISION

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JUN 1 [illegible] 1971
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

BEN GIFFORD

NOTED
W. H. TEBEAU

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 9, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with the National Environmental Policy Act of 1969 (Public Law 91-190), attached are eight copies of the Draft Environmental Impact Statement for State Agency review and comment.

DISTRICT No. 1

Federal Aid Primary — Pleasant Valley-Green Timber Rd. Sec.
Oregon Coast Highway
Tillamook County

The Notice of Intent for A-95 review on this project was forwarded to your office February 16, 1970.

Your prompt attention and reply to this environmental impact statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality guidelines.

Attachments

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
W. H. Tebeau
R. N. Chase
H. S. Cox
B. L. Gifford
E. L. Everton
R. D. Asburry

NOTED
W. H. TEBEAU

EXECUTIVE DEPARTMENT

STATE CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

April 28, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Pleasant Valley-Green Timber Rd. Section
Clearinghouse #71.0126

Dear Mr. Porter:

We have referred your Environmental Statement on the subject development to the appropriate State agencies for their review and comments. The responses did not note any substantive criticisms or objections.

The Local Government Relations Division commented that:

"The benefits of the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County, Oregon, will outweigh the detrimental impact to the environment.

"Although this Division does not wish to lodge a formal protest, it does question the necessity of increasing the present right-of-way by 25% or 60 acres. It could well be decades before the last 20 acres will be utilized."

We have no comment to add and wish you every success.

Sincerely,

Cleighton Penwell

cc: R. E. Simpson, FHWA
F. L. Hall
W. H. Tebeau
~~R. N. Chase~~
H. S. Cox
B. L. Gifford
E. L. Everton
R. D. Asburry

REFERRED TO

PROGRAM & PLANNING DIVISION

NOTED
W. H. TEBEAU

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Mr. L. H. Young

HIGHWAY DIVISION PROJECTS--
Pleasant Valley-N. Beaver Creek Section Oregon Coast Highway
NE. 60th Ave.-Sandy Blvd. Section NE. Portland Highway
Eagle Creek-Estacada Section Clackamas Highway
Farmington Rd.-SW. Allen Ave. Section FAS 630
Esplanade St.-Ft. Klamath Rd. Section FAS 415

The above-named projects have been coordinated with the interested state agencies and all concur, with the provision that Highway Safety Program Standard No. 312 will be complied with.

Care must be taken on the Eagle Creek-Estacada section to protect fully the fish runs on Eagle and Currins Creeks. The silt loads should not exceed 5 Jackson Turbidity Units and water pollution should be avoided. To this end, the Eagle Creek Bridge plans should be coordinated with the Fish and Game Commissions.

We concur in these projects and note that their accomplishment will alleviate traffic flow on the sections being improved.

Edward G. Westerdahl, II

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 9, 1971

Clatsop-Tillamook Intergovernmental Council
P. O. Box 266
Tillamook, Oregon 97141

Attention: R. F. Jeff Brennan, Chairman

Gentlemen:

Attached for your review and comment as District Clearinghouse (re: National Environmental Policy Act of 1969), please find a Draft Environmental Statement on the following federal-aid project:

Federal-Aid Primary	Pleasant Valley-Green Timber Rd. Sec. Oregon Coast Highway Tillamook County

The Notice of Intent for A-95 review on this project was forwarded to your office March 20, 1970.

Your prompt attention and reply to this environmental impact statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality guidelines.

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
W. H. Tebeau
R. N. Chase
H. S. Cox
B. L. Gifford
E. L. Everton
R. D. Asburry

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young

L. H. Young
Program and Planning Engineer

NOTED
W. H. TEBEAU

Correspondence and testimony received at the public hearing April 13, 1971.

MR. CHARLES D. BAILY: I am Charles Baily, representing Tillamook County Commission. As a matter of explanation why you're looking at me instead of the Chairman of the Commission, I might say that Mr. Brennan is also the Chairman of the Clatsop-Tillamook Council of Governments. They held their meeting at noon today, and he hasn't been able to get away at this time. Mr. Knight, the second man in command, attended the board meeting, and he hasn't shown and that only leaves either our Secretary or myself, and she had other work to do.

Speaking from the County standpoint, they are of the opinion that over the years the need to improve Highway 101 has been of utmost importance. We gathered this information from extensive surveys that we had made for the past several years and a major thing that they have emphasized is the need to improve Highway 101.

This, of course, affects our three major industries, and there are some in the crowd who would say tourists is the first major industry. There are others who think agriculture is the first, and there are some who would say timber. Every one of these industries depend, not wholly, but in the major portion on the highways as do our private lives. They are regulated somewhat because of the highways.

It is generally considered that Highway 101 through Tillamook County isn't good, and it has also come to my attention that the Tillamook County people and the Highway Commission's relationship has not been the best. We remember situations in Pacific City that fell by the wayside and we remember situations in the Nehalem area that utilized a lot of people's time but came to no avail, and now we have an opportunity to improve a small section of Highway 101.

It is my desire that we can see fit and can see the need and the benefit of this road and realizing that the people who have inaugurated this three and some ten hundredths mile or whatever it might be improvement, have studied it and sent down people in the know. This, in my mind, is the most suitable, the most economical, the most desirable route that you could come through this area. I realize that there are people who are going to be disturbed financially and other ways. I see no other alternative. Tillamook County Commissioners as a group would like to do all they can to see the highways improve in Tillamook County for the benefit of the County. Thank you.

MR. MORGAN: Thank you, Mr. Bailey. Mr. Ray Dufur, Oregon Coast Association.

MR. RAY DUFUR: Thank you, I am Ray Dufur, speaking today in behalf of the Oregon Coast Association of which I am a second Vice President and Chairman of the Highway Committee and also as a resident of Tillamook County as you know.

The Oregon Coast Association has primarily for the last 41 years been involved in the improvement and workings of Highway 101. In fact, many years ago, it was known as Highway 101 Association. Through the course of years, many of you here remember, that they worked on the bridges. After the Astoria Bridge was completed, they were no long too much concerned with getting bridges across and doing away with the ferries. We are getting some improvements on some of the old bridges, however.

The No. 1 priority of the Oregon Coast Association for the last three years has been the improvement of US101 through Tillamook County. Now, this is all the way, up and down the coast.

All the members of the Association agree that Tillamook County is the major bottleneck and if you turn it from the use of the Astoria Bridge. This represents an improvement of approximately 10 percent of the needed 31-mile improvement of the south portion of Tillamook County. We think that this should be done at least as 10 percent of what needs to be done. It fits the conformity of the Coast Association wants-to meet with the economy of the area without disrupting as many people as possible, and yet to be able to tie in with future corridor routes on the rest of the improvements, so we endorse this relocation.

MR. MORGAN: Thank you, Mr. Dufur. I have a card from Mr. Knight. Do you wish to change your mind? Tillamook County Commissioner Mr. Knight.

MR. F. E. KNIGHT: I might say I concur with what Mr. Bailey has said. Although this is going to probably disrupt a few families - no matter where we put the highway it is going to hurt someone. We think that this is probably the best route that the Highway Commission could come up with under the circumstances.

MR. MORGAN: Thank you, Mr. Knight. Mr. Stan C. Pintarich.

MR. STAN C. PINTARICH: Members of the Hearing Committee, ladies and gentlemen, my name is Stan Pintarich, and I am representing today the Tillamook County Chamber of Commerce.

As many of you probably know, that the Chamber of Commerce has been vitally concerned with highways in Tillamook County for some time in recent months at some great lengths. This stretch of Highway 101 is certainly no exception. We are vitally concerned in any economic artery in our County and this is one.

We are very pleased with the Highway Department's extensive utilization of the existing right-of-way - in that we are a County Chamber of Commerce and we represent the agricultural community as well as the business community in this County, and our agricultural lands are extremely valuable. So we are extremely pleased that as little as possible of the valuable agricultural land in our County is going to be disrupted by this relocation of the highway.

We are also concerned and interested that all people deal in good faith, because for equitable settlements of property that dealing in good faith is vital. This dealing in good faith is on both sides, both on the side of the Highway Division and on the side of you as members of the public and possible displaced and relocated people. With these thoughts, it is the intent of the Tillamook County Chamber of Commerce, me as their spokesman, to indicate our complete support for the proposed highway location.

MR. MORGAN: Thank you, Mr. Pintarich. Mr. Ivan N. Koeber, Pacific City-Woods Chamber Commerce Chairman.

MR. IVAN N. "INK" KOEBER: Mr. Morgan, Chairman, Members of the Commission, ladies and gentlemen, my name is Ivan N. Koeber.

I am the President of the Chamber of Commerce of Pacific City-Woods. For a year, I have been the Chairman of the Pacific City 101 Relocation Committee. We went to work trying to find a route through Pacific City, and we did find a corridor, we would much rather see this hearing up there, but we are very happy that the Commission has seen fit to improve some of the bottlenecks that are certainly ours here in south Tillamook County. As President and Chamber of both organizations, we support wholeheartedly this route.

Also, the County Commissioners, we feel there are four main economies. Commission Bailey said three. It is pretty hard to tell which is first - timber, dairy or tourism. Certainly in the future, tourism will probably outrank the other two although we can not lose sight of the other two industries.

The fourth economy is the businessman - the store owners. The man who sticks through thick and thin in the wintertime and uses his surplus he has made in the summer, and as the President of the Chamber, we support this route because we feel it will help the economy of the businessmen as well as these others.

We further support this route when you examine it from the functions or use that a highway should perform. There are about five categories: community use and inter-town use. The present highway would certainly fill the need here. But, when we come down to the third use, the inter-county use, those of us who live to the north or south of this particular central area certainly would prefer to travel on a road that is more updated than the one that was perhaps made back around 35 - 37 years ago.

This economy that we have been talking about also has to do with inter-county use, so it is not only our concern here in this county but the counties up and down the coast even into the southern counties of the State of Washington and to the northern counties of California.

The fifth function would be the interstate use. Certainly, everyone knows from the figures we have seen we need more business over the Astoria Bridge. One of the main reasons that we do not get more travel and more revenue from the interstate bridge is because of the bottlenecks in or on 101 and certainly Tillamook County is at the head of the list.

Now, Mr. Bailey also said he wished that there was a place where we could put a highway that would please everyone. This is impossible although I too wish that, Bud, but when you get down to considering the most important things in relocation - when you take land all of these and you will be taking land from, and I think the first most important thing, to protect our industry, is the dairy farming and certainly this realignment has been done real well and well planned - and with a minimum amount of dairy land being taken out.

Second, you have to consider ecology. You may say we don't have to but it is a big thing and so we do have to consider it and in this particular case, ecology doesn't enter into it, so we are free there.

Then comes business property, and there is a store or two that might be affected on this, but this can be moved.

The fourth one is the home owner. These two can be moved. I wish that the Highway Commission would be able to put a road where no one would have to, but rather than lose dairy farming I feel and my committee, and our Chamber of Commerce feel, that the last two items, the business property and the home owners will be the least hurt, and therefore, we endorse this route. Thank you.

MR. MORGAN: Thank you, Mr. Koeber. I have been advised that Mr. Jeff Brennan, Chairman, Tillamook County Road Board Commission, is in. Do you wish to make a statement?

MR. JEFF BRENNAN: Jeff Brennan, Chairman of the Tillamook County Commission, and as my two colleagues have testified, that we certainly approve this project for better roads in Tillamook County without going into too much more detail. I certainly would like to plea to the hearing board today that again we have this question of dislocating and taking people out of their homes which certainly becomes a very delicate subject to us the Commission. We have had a number of people coming in here and pleading for us not to approve this project because of their dislocation.

The one thing I would like to say at this meeting, I certainly hope the Hearing Board and the State of Oregon could certainly make a real effort to see that these people are relocated favorably. It is too bad that people have to be displaced by progress and again I would like to

reiterate my plea to the Board and to the State Highway Commission that we certainly hope that you people will go further than usual in trying to satisfactorily relocate these people who are losing their homes. Thank you.

MR. MORGAN: Thank you, Mr. Brennan. Mr. Jack Madison, Tillamook PUD.

MR. JACK MADISON: Mr. Chairman, members of the Hearing Board, ladies and gentlemen, we second everything that has been said so far. We recognize the need of a new highway throughout Tillamook County.

We recognize the intelligence of the Highway Commission engineers. We know they are good engineers because if you look at that map you will see that the centerline follows the utility poles so we will recognize that there will be considerable expense in moving the poles and getting them out of the way of the new highway but it is an absolute necessity if our area is to grow. We must further recognize that we who work for the electric utility are most interested in the growth of our area.

We support the plan; we think that it will dislocate the minimum number of people and we will recognize those of you who will be dislocated are going to say put it on somebody else, and this is fair, but we most follow the precept of the greatest good for the greatest number, and we need a highway.

MR. MORGAN: Thank you, Mr. Madison. Now, I would like to call on Mrs. Mary Pollard. (Mrs. Pollard said that she would submit a written report later.) Thank you, Mrs. Pollard. E. L. Hall.

MR. ELME L. HALL: Mr. Chairman, I don't really have too much to say as far as the project is concerned. I am in favor - I realize that the highway needs to be changed and all of Highway 101 is a bottleneck through Tillamook County more or less, but I think there is a place or two where they can make a little alteration and not disrupt. I think there is plenty of room for the highway without taking one home especially and that is Mrs. Pollard's place up there, but if they are going ahead with the project, I'd like to see them do it and not put it on the shelf and wait 4 or 5 years and then go ahead and put it through. Thank you.

MR. MORGAN: Thank you, Mr. Hall. I have a card from Father White. Do you wish to make a statement?

FATHER COSMAS WHITE: Thank you. I am Principal of the Catholic High School up here in Tillamook and concerned Priest for Mrs. Pollard and her family, and I would also like to make the same plea - her home in some way to be taken into consideration more than a proposed plan for a highway. It is destroying a six-bedroom home, and the occupation of the family as well for a bend in a highway that could conceivably be altered some place else.

This 3-mile stretch is not that necessary from my inexperienced view of the map when continuation of the highway is uncertain clear down to Neskowin and just propose a 3-mile stretch of highway and have no plans for what would go beyond that, to me, seems to be a waste of the taxpayer's money.

I understand also that PUD has laid underground cables along the present existing highway - that isn't true, huh? The Telephone Company - that would have to be disrupted or torn up.

My chief concern is for the Pollard family, and, if something could be taken into consideration so that a curve wouldn't go right smack through the center of their home. They have a pie-shaped property area that will relegate them to blackberries and scrub which means not only their home but their occupation as a farm. Thank you.

MR. MORGAN: Thank you, Father White. All of you present should realize that the statements made at this meeting will all receive very careful consideration. I would like anyone that is hesitant to do so and wishes to speak to come forward and do it. I have a card for Mr. Jack Graf.

MR. JACK GRAF: I am Jack Graf. I am an old cow shush farmer down the road, but we need this road all right, there isn't any argument about it.

I'd like to dig old "Ink" a little bit just for fun. He is for this 100% and that's fine, but a lot of us remember that he blushed you fellows out too down there, see, but I would like to see this road started at Neskowin and come on right through and the Sand Spit, as far as I am concerned, is the proper place for it. Just the same way as he approves this thing, I approve that too, and I want you to know that which is fair enough. You remember that he kicked up a stink because of a dance hall and that sort of a thing. Some of the rest of us are going to be involved too, but we do need the road and don't forget it. Okay.

MR. MORGAN: Thank you, Mr. Graf. I have a card from Mr. Gerald D. Varner.

MR. GERALD D. VARNER: Thank you, Sir. I own a dairy right across the road here. It is going to take out my house - the road is, and it is going within six feet of my barn. I have blueprints for a milking parlor behind the milk room which the blue prints are no good if the highway goes through, but I do realize that we need a highway and we need one bad. Somebody has to get hurt some place, and it isn't going to put me out of business, so I say build it if that is what most people want. I am plenty willing to see it built.

MR. MORGAN: Thank you, Sir. You do not wish to change your mind Mrs. Pollard. Is there anyone else who wishes to make a statement?

MRS. HARRY GREENFIELD: I am Elsie Greenfield and when I had a chance to mark the card, I marked it "no" but after listening, I changed my mind. We had dealings with the Highway Division before about six years ago, and I know the things that have been said here today are true that we do need this road. There is just one thing that concerns me - the gentleman who spoke before I did and said that this isn't going to hurt him in particular, and there is some of us that it is going to hurt very much in particular.

If I could just understand a little bit better what recourse we people and you people have that are definitely going to be hurt, have in regards to obtaining true consideration and true value for the things that are going to happen to you because of this road and to me I would be much, much happier.

We have heard from all of those who represent interests that stand to benefit from this road irregardless of what happens to the rest of us. As I said before, we have had dealings and I have no reason to believe that leopards change their spots.

This is not an insult - first I want to make myself clear. It is necessary that highways be built with a minimum expense to the people that are using them and to the people that are paying for them, but I am just wondering - this route that includes the Pollard place, there is a hill right there that has no development there, that isn't bothering anybody. How do we know that it isn't just easier and less expensive to come out there on that flat land than it is to tackle that hill. Who is going to prove any differently to us? Sure they will say the engineer said something, but if we had another engineer go in there and examine that, he wouldn't find it exactly that way. Now we live right at the end of the project at Sweed Hill about a mile this side of the Sand Lake turnoff, and they would like to have right-of-way from us that will come up to within 32 feet of a big 4-bedroom home with almost 1,800 square feet in it that we have just finished building and everything that we've had and financially we have had to do our own work because we couldn't hire it done, and then within 32 feet of us they want to jog for the express purpose of missing the house within 16 feet of our patio and then go down across our front yard, well, what good is a home like that when it is opened up to the north wind and all the pretty tress have been taken out. When we go to resell that, will we be able to realize the difference between what they give us and what we could get for that place now, half of what the place is worth is its beautiful setting.

Now, I am just pleading my own cause from this, but what I want to know and am mostly interested in, is what recourse do people like us have that are getting hurt if we don't have the money to go and try and hire a lawyer to fight something that we might not be able to beat and, therefore, get hurt all the worse. Thank you.

MR. MORGAN: Thank you, Mrs. Greenfield. This gentleman, here, do you wish to make a statement?

MR. PETER P. WALKER: Mr. Chairman, ladies and gentlemen, I am more or less a bystander at the moment.

MR. MORGAN: Would you give your name, please?

MR. WALKER: Pete Walker - I am interested in what is happening here today. The fact that we have not been told all the facts. We keep continuing from the first speaker to last has spoken about alternate routes, but not one word has been said concerning those routes. You merely mention the routes. Where are those routes? How much do they cost? How are the people to judge? We have only this route here laid out.

None of the other routes have been mentioned by name, or place or cost, I think the people are entitled to know what they are buying.

And after all said and done as far as reciprocation is concerned, you are never going to get enough for your home, you can't get it, it isn't there. The State isn't even proposing to. You talk about fair value, that doesn't take into consideration the many, many things that you cannot put a price on - but all in all I think we should go into it very, very careful and not take just anyone's word. As a matter of fact, before the meeting, I was informed that the timber companies had opposed. Anytime the timber companies oppose anything, the County Court or the State wasn't going ahead. That isn't true. My experience with the timber companies is that they are very, very honest people, well worth doing business with. I thank you.

MR. MORGAN: Thank you, Mr. Walker. Is there anyone else in the room who wishes to make a statement?

MR. MICHAEL NIFLIS: My name is Mike Niflis. We own one of the homes up on the hill that is being considered. When we bought our house, we looked at many, many houses in fact probably about a hundred different places before we found what we wanted in a house. What we wanted in a house was solitude and privacy, beauty. Our home, those of you who have seen it know, the setting is almost impossible to match. You can't see our place at all from the road. There are people that have been around here for twenty years that don't know where we live. Beauty I know is a vague term, it is hard to put a price on. The landscaping and the trees are all finished. We have animals that run free and loose in the yard. My little girls have rabbits that are not penned up, and they have been there for a long time and nothing gets them. I suppose if we lived close to people with dogs or cats they would be killed.

After I found out about this proposal, I talked to at least three different real estate agencies and told them what we wanted and they told me what we want is not available. They say that there very rarely is such a place available, so we have a problem if the highway goes where it is proposed to go.

Some people think - well we know that a house is a house. Most houses can be rebuilt or replaced, but a setting is a setting. What we want most in a home is the kind of setting that I have described, and I don't know how anybody can put a price on that. I guess if the highway goes, we are going to have to figure somehow to put a price on that. I suppose that I am the only one that is strongly against the proposal as it stands unless they can find me a place like we want.

I really feel sorry for people who are involved in relocation, who don't have what it takes to say what they think or to even write what they think about this deal within the allowed ten days. I wonder how they will come out. That's all.

MR. MORGAN: Thank you, Sir. Anyone else that wishes to make a statement? (Pause) If not, I will declare this meeting closed at 2:50 p.m. Thank you all for coming.

PERSONS WHO SUBMITTED CARDS WITH STATEMENTS AT HEARING

GERALD D. VARNER: I am in favor of going ahead.

MRS. ROBERT HERCHER: Our livestock has always drank from the creek. We would like 2 places where our cows could drink. One where the creek goes past the house enters the main creek and one in the low spot beyond the pump house. (On N. E.)

(Tenant's name and address) Tillamook

Oregon 97141.

4-13-71

To the Oregon State Highway Commission
Salem Oregon.

Sirs.

We realize that highways have to be improved and it is not really our wish to have a major highway run right through our 110 acre dairy farm, taking with it our high land.

However we would rather have it this way than have additional taxes to pay for a completely re-located highway.

From our own point of view and also the safety of people who cannot read signs or or see cows being crossed over the highway at milking times, we trust this highway will be built

-14-

in the very near future. We have already had two episodes of cows being hit and killed on the highway and we are very anxious that it does not happen again and maybe kill some person. We, therefore, want the improved highway as soon as possible together with the proposed cattle underpass

Sincerely

John and Celia Muller.
14765 101 South
Tillamook

Presented by
Jack Watson

STATEMENT OF TILLAMOOK PEOPLE'S UTILITY DISTRICT AT THE OREGON STATE HIGHWAY COMMISSION HEARING, PLEASANT VALLEY, APRIL 13, 1971

The Board and Management of Tillamook PUD have long recognized the need for improvement of Highway 101 throughout Tillamook County. With the day-to-day increase in the number of cars traveling our coast highway, it is absolutely imperative this highway be straightened, widened, and improved to handle this volume of traffic.

We have viewed the proposed plan of construction which the Highway Commission has offered here today, and would, of necessity, approve this plan.

We well recognize no highway improvement may be made in Tillamook County without doing a disservice to some property owners, however, to have any large public improvement in Tillamook County, we must generally follow the precepts of the greatest good for the greatest number.

We, therefore, support the proposed plan and urge an early start on construction.

We appreciate the opportunity to be allowed to make this statement.

C. RAY JOHNSON
ATTORNEY AT LAW
309 LAUREL AVENUE
TILLAMOOK, OREGON 97141
TELEPHONE 842-2553

April 16, 1971

EDWARDS

Klaskus - Nehalem
CR & Bias
CR 4-19-71

State Highway Division
Administration Office
State Highway Building
Salem, Oregon 97310

Re: Real property of R. J. Mayem and Bernice Mayem, his wife, located on Highway 101 just South of Tillamook, Oregon.

My client's R. J. Mayem and Bernice Mayem, his wife, have asked me to direct this letter to you protesting the proposed relocation of Highway 101 insofar as it affects that real property described in the photocopy of a deed which I have attached. The proposed relocation will ultimately place the highway within 20 to 22 feet of the stone block residence of Mr. and Mrs. Mayem with the elevation of the highway to be such that the utilization of their home will be a matter of hazard. The Mayems have no objection of relocating of the highway but believe that such relocation could be made more Easterly of the proposed line now projected so as to provide a greater distance between their residence and such relocated road.

Your filing this letter as one of remonstrance along with others adjacent neighbors have forwarded to you will be appreciated.

C. RAY JOHNSON
CRJ:jm
enc.

RECEIVED
APR 19 1971
HIGHWAY DIVISION

RECEIVED
APR 20 1971
DISTRICT II
R/W. OFFICE

Tillamook, Ore.
April 15, 1971

Dear Mr. Henry:

Thank you for offering the information asked in my letter of Feb. 15th.

I've held off contacting you again until the meetings were over.

We noticed on the map at the April 12th meeting an access has been provided that will permit us to retain our circular driveway.

This we greatly appreciate but we want to know if this necessitated bringing the right of way closer to us to do do?

It would appear some slight change was made in the line north of us - but certainly not enough to be acceptable.

If these curves could be dealt with (instead of creating two larger ones) it would avoid doing the Pollard's, Niflis's and us excessive damage. The present 101 could be more closely followed and at least 4 of the 5 horses saved. You would not have at least 3 lawsuits (that I know of) on your hands; the Hy. Dept public image could be spared, and we "handful of tax payers" could join "the most of the people" who are rejoicing at the prospects of a new road.

We will split the 250 ft required off us with the property owner in front of us. By this I mean - will sell half of what extra land is needed if you make an effort to get the other half

Please tell us who had the authority to authorize the changes that have been made?

We would like to contact <u>that</u> particular person and discuss a right of way around the house we <u>could</u> accept — before this business goes any further.

If it was necessary to come 250 ft in on us to the detriment of our new home, that might be a different matter. We've seen several lovely highways that have been built under a great variety of adverse conditions. We know that with the modern engineering methods of today — nothing stops a highway from going thru.

The property across from Dollard's and the property across from us both force curves in the present highway.

from the east side of the present highway.

Will you please tell us why the thoughts expressed here don't make sense to the Highway people?

Sincerely,
Elsie Greenfield

April 20, 1971

Dear Sirs:

I am writing in regard to the relocation and re-alignment of Highway 101, the Neem Timber - Pleasant Valley Section.

After looking at the map you have made of this area and attending the meeting and getting no answers to my questions, I can't see where you are gaining anything. It looks like you are spending alot of tax money on a project that's not needed when you could be putting this money to work on a different part of the highway where it is needed more.

For instance, down towards the Sandlake junction and on towards Beaver. Or North between Rockaway and Seaside.

Where you are wanting to work now is the straightest part of the existing highway in Tillamook County. You will be putting between 30 and 40 people out of their homes for nothing.

What I can't see is why go way into the Jim Or. Holland place with the road when you could take the hill across the road. There isn't that much hill to compensate for the loss of the property.

If you were to start the road back beyond the Publishers road, cutting off the hill, you would thereby straighten the road out to a better advantage

This would thereby cut the cost of the project down to a more reasonable sum.

A Concerned Taxpayer
Jim W. Ballsmug

-22-

RECEIVED
APR 1 '71
Oregon
STATE HIGHWAY COMMISSION

Route 1, Box [illegible]6
Portland, Oregon 97231
April 22, 1971

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon
Mr Floyd Query, Secretary

Dear Sir:
I am writing on behalf of my mother, Edna Andrews, who lives on the projected Pleasant Valley-Green Timber Road section of the Oregon Coast highway of Tillamook County. Because of her advancing years, we have kept from her the possibility of of being displaced again. She has had to give up her home twice, since she was widowed, and is not in good health, and it seems an unnecessary cruelty for her to be shuffled around again.

I don't profess to be an engineer, but one of the things I learned early in school was "The shortest distance between two points is a straight line" and it seems more logical, as long as the existing stretch of highway is going to be removed, to straighten the proposed highway from the north end of the project to the south end, rather than follow the existing curved highway. It appears to me that by just widening the existing highway, you are only succeeding in disrupting the lives of fifteen or sixteen families on both sides, whereas there would be only three or four homes displaced if the highway was built in a straight line further west. The terrain isn't so rugged that it should be an obstacle, and the small amount of land removal necessary shouldn't be as costly as buying all those farms and causing such hardships on the families involved.

I know we can't fight progress, but sometimes it treads pretty hard on the people, who have worked their entire lives to achieve what they have dreamed of having in a home. This defintely applies to my mother, who hasn't had an easy life and is now content. It seems very unfair to disrupt her life again.

The Pollards spent twenty years in the Navy and are now settled in a home where they are happy, and where they can raise their five children close to the earth in a relatively calm environment in this unsettled time. They don't deserve to be bumped out of all they have accomplished, to start all over again--the world needs more like them!!!

I would like to suggest forgetting progress--and let live--, but since this isn't practical any more, I do suggest giving a little more thought to the people who get wiped out, and at least kepping that number to a minimim. You ARE dealing with FAMILIES, not just property!!!!!

Yours truly,
Dolores A Hobart
(Mrs) Dolores A Hobart

RECEIVED
APR [illegible]
OREGON
STATE HIGHWAY COMMISSION

-23-

May 19, 1971

Mr. Floyd Ramsay,
Dear Sir:

I am writing to protest the proposed right of way of State highway through those homes in Pleasant Valley.

It seems to me the hill across the road from Pollands could be cut through to make a better & straighter highway.

It has been done in many places in Oreg. Hills have been cut back for highways. For example, the Wilson River highway and the entrance to Portland from the North west. There have been two county roads through that place and the present State highway went through in 1940 or 45.

Polland are buying the eleven and one half acre home from

me and have over $1,000 yet to pay. The place will be a total loss with the proposed highway going through.

I am aware the road needs to be straightened. It was a poor job of highway engineering for present highway. As was stated at the hearing the 12th inst. at Grange hall, it would be better to plan the whole length of road through rather than starting in the middle and have to make another in a few years.

Respectfully,
Mrs. H. B. Moore

RECEIVED
APR 20 1971
OREGON
STATE HIGHWAY COMMISSION

April 14- 1971

This letter pertains to the Pleasant Valley - Green Timbers Road Section of the Oregon Coast Highway in Gillamook, Oregon. Our names are Robert + Edna Hatcher. We own and operate a small dairy with 14 milk cows besides 2 yearlings and calves.

To begin with we thought we ~~co~~ would keep on operating a dairy but after much discussion we have decided that after giving up this much property to the highway project this could no longer be ~~possible~~ profitable. However we will still have some livestock. Through the years the cows have always drank from the creek that runs the full length of the place. Almost all of this creek will be relocated and will be on Highway property with the fence on our side of the creek. It is our

request that two places be made available ~~for~~ in this creek for our cows to get drinking water. One where the creek that comes passed the house enters the main creek and the other in a suitable place beyond (or North) of the pumphouse.

At the public hearing and since then I can't help but think of the highway that was built from the City of Tillamook south to Simmons Creek some 20 years ago. I am sure there were just as many complaints then as there is now on this project. Probably more. Several of Tillamooks largest farms were cut in half because of it. But now, just think what it would be like if that portion of the highway were cut off and <u>all traffic</u> had to use the old Highway into Tillamook.

And almost all of the old highway can be used today the same as it was there. Just how long would it take you to ask for that portion to be re-opened? I can guarantee you it wouldnt take long and I would be first in line to ask.

We dont want to give up any of our property. We ~~feel~~ feel that we have worked just as hard and have sacrificed just as much as any one else in this area to own what we have. And also have just as many plans for it in the future.

However we do believe in progress and we feel that people in the south end of the County and all others that use this highway should also have a safe and decent highway

for themselves and their
children also in the future.

Mr & Mrs Robert Hardee
16120 - 1015
Tillamook, Oregon 97141

Reguarding the relocation and realinement of hy 101 Green Timber and Pleasant Valley.

I have looked at the map of the prepared relocation and I don't really see that your accomplishing very much except taking out a number of homes & spending a lot of money that could be used better else where.

This section is relatively straight in comparison to the hy north from Nebo to the sand lake junction. This junction is especially dangereous and could stand some straightening out as the traffic is obscured by the sharp bend.

As it now stands I am against the relocation.

Thank You

W. K. Milsted

Tillamook, Oregon
April 20, 1971

Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

Dear Sirs:

This letter is to state our veiws on the matter of the re-alignment of U.S. Highway 101 south of Tillamook. The protion west of the present highway and on both sides of Mills Creek, is the portion I am writing about.

We recently sold our dairy farm there to Mr. & Mrs. Ray DeWitt and Mr.& Mrs. Orlin Ogg; a partnership. At the time of this sale we kept in close contact with Mr. Wolf and the surveying crew. At the time of sale we were told that the plans at that time would not take any of our farm except a very small triangle shaped piece of ground at the very north side of our farm with 25' at the widest part, and also a small area by the spruce tree which is on the corner south of the red house.

Now your plans are changed very much, and I was told by the men at the grange Hall on the morning of April 13 when I was there talking with them that they never had any such plan. But I was told this by both Mr. Wolf and the survey crew in the late fall of 1970.

At this meeting at the Pleasant Valley Grange hall on the morning of April 13, I asked the question "Why did they have to take land on the West side there in this particular spot, which makes it necessary to move one house, it takes the best fruit trees on the farm, it takes out the water supply for this particular house, and it takes some highly improved dairy ground. I do not know just how much actual land you are taking in acres, but....one acre will run 2½ dairy cows. One dairy cow will produce 500 to 600 lbs. butterfat per year, so it is easy to figure what this will lower the income of these 2 families. And it is not just one year, but many years. This amount could be their living expenses. These people need all the land they have. There is one well that you will be taking on this right of way, plus the best source of water that we were planning on developing is right by the front fence of the Red house. When the telophone company put the underground wired system in they hit a spring of water that they couldn't pump dry right at the front yard of this same house. And it is where we intended to dig a well. To hook up to the Pleasant Valley water system it would cost in the neighborhood of $1,500.00 plus the monthly costs.

When I asked this question I got two different answers, neither of them good. One answer was that the culbert was the deciding factor on where they put the highway and it was necessary to stay right there in that particular spot and go north and south from it. This seems to me a very stupid answer as I travel all over and see lots of bridges, overpasses, etc. being built and locations of bridges changed, so why this decision here?

The other answer I got was "Would you rather we went right through both houses?" This answer was from Mr. Gerald Wimer. They seem to think all they have to do is give a choice of something much worse, or could it be considered a threat? But I wonder, why aren't the people given several choices. As much time as was put into surveying this short piece of highway right of way, and all that tax payer money you decided to spend on this particular survey, You should have several choices for the people. Why are you the only ones to make the choice????? To us this was such a gross waste of tax payer's money.

This portion of highway could be improved for the present traffic by straightening a few corners, and if you would put the main highway over along the coast where it belongs the traffic that causes all the trouble would be routed elsewhere. It isn't for the local people's needs that you are doing this, but for the tourists and the through traffic, and they would rather travel along the ocean anyway. That is

where the main highway belongs....along the coast line, not through the farm lands, and through the small communities.

We have a little store in our community that this highway takes out completely. This store is one of the assets of this community. Do you guarantee that we will have another store after this highway project is completed. No, I don't think so. You are destroying the things that make this Pleasant Valley community.

It is my personal guess that most of the people involved would almost give you the ground necessary just to straighten out the problem corners to make them safe for the present traffic, if you would route the main highway away from these same small communities.

This farm that I am writing about is a highly improved grade A diary farm. It is considered one of the best locations in this part of the county. The farm directly across the highway from it is run as heiffer pasture and pasture for dry stock. There are no improvements close to the highway.

This letter is an attempt to express our thoughts regarding this proposed change in the highway. We have no need of a 4 land highway, with all the noise, traffic problems, etc. It is necessary for farm equipment to travel on the highway to get to some of the fields on this farm. With a 4 lane highway would this be allowed????

Sincerely,
Ernest Pallin
Evelyn Pallin

Ernest 'n Evelyn Pallin
3665 Latimer Road
Tillamook, Oregon 97141

cc

RECEIVED
APR 21 19
OREGON
STATE HIGHWAY COMMISSION

April 12, 1971

Oregon State Highway Dept.
Oregon State Highway Bldg.
Salem, Oregon

Attn. Mr. Floyd Ouery, Secty.

Dear Mr. Ouery,

We are writing to you regarding the Pleasant Valley, Green Timber Rd. Sect., of the Highway 101, plans that are being discussed in this area.

We recently purchased (four months ago) a dairy farm that includes 105 acres of beautiful pasture and grazing land. We came to this area from So. California, because we were attracted to the beauty of the place, and were trying to get away from the rush of the crowds there in the Whittier area where we lived. We were never informed of any plans that were being made to rebuild the highway when we purchased the property.

We are very definietely opposed to these plans for the following reasons;

We have been very unhappy to find out the amount of traffic that flys by here now on the highway, why it is much noisier than where we lived before, and we thought moving to a farm in Oregon we would have some peace and quiet. We are sure that with an improved road there will be more and more traffic and they will be traveling much faster than they do now owing to a curve in the road they must slow down a little.

We will lose several acres of our pasture land to the highway, and we feel that it is outrageous to take good pasture land when it is being needed more and more for the milk production business.

We will have to sell a portion of the land directly in our front yard of our home, within 15 or 20 feet of our front door. The traffic noise now is very irritating, we hate to contemplate what it will be like with traffic closer to our door.

We feel that a route along the coast would be a better idea if you're building this route with tourists in mind. That is what they want to see, is the ocean. We can speak with some authority as having been tourists through this area before we settled here.

We know that good highways are very important, but the farm lands are getting to be much more important with the population of the country increasing. A little thought needs to be put in the direction of using land that is not being used for any purpose, such as the sandy areas along the coast where nothing much grows.

Several of our neighbors will lose their homes as well as their lands and businesses. Please try to find an alternate route in another area. Better yet save the taxpayers money and forget it.

Sincerely,
Mr. & Mrs. Raymond C. DeWitt

Mr. & Mrs. Raymond C. DeWitt
Circle D Ranch
14020 Highway 101 South
Tillamook, Oregon 97141

RECEIVED
APR 14 71
OREGON
STATE HIGHWAY COMMISSION

-33-
NOTED
FLOYD OUERY

13065 - 101 So. 97141
Tillamook Oregon
April 15, 1971

Oregon State Highway Department

Dear Sirs;

I am writing this in regards to the Munson Creek to Greentimber proposed route.

I am one of the people who will be taken out by the new highway if it is finalized, which I believe should be. My beliefs are

I have drove this road for 22 yrs. I have seen and have a record of more than 30 wrecks - 4 people - 2 herds of cows in the last 4 year, all occurring on the 3 miles to be replaced. Each day I see cars come around sharp blind corners, slam on brakes, leave black marks to avoid school buses unloading or loading our precious young stuff. We need more safety.

Being in business I meet a

a lot of people who say they want and approve of a better highway. They all say "why pay a gas tax and drive on a winding dangerous cow path. What is wrong with the people here and the state, why don't they do something to improve it."

I feel the proposed route the best possible by having very few people displaced and very little land bought. all places to be taken out with the exception of mine are only Residences and will not hurt the economy of our County as other routes would.

We need a road that people can see the farms and cattle as they drive through our County and this is not going to hurt the farmers but will do the Job.

We must face up to progress and for so many local people and tourist along with the trucking industry will

be bettered a very few will be hurt.

We need roads to attract people, not have them bypass us rather than drive the ones we have as they now do.

My only hope is that if you do put in the highway, it will be as soon as possible as I am in business and I must progress with improvements to keep up with the others. Delay only hurts me, The people of this area as well as others passing by

If we are to serve the people as they so deserve we must keep up with Progress

My future depends greatly on the speed of this project. Our counties economy also depends on and needs it badly:

Thank you
James R. Fogle.

12890-101 South
Tillamook, Oregon 97141
April 17, 1971

State of Oregon
Highway Division
Salem, Oregon 97130

Gentlemen:

The proposed new highway for the Pleasant Valley-Green Timber road section of 101 will cut through the front of our property.

Our reasons for purchasing this particular property were as follows:

1 - The house was away from the highway.
2 - A beautiful garden spot.
3 - Room enough to raise our own beef.
4 - Room for our children to play without worry.
5 - A creek that is water for our stock.

If the highway goes through, we will be left with a house and not enough land for anything.

If we had wanted just a house that is what we would have purchased.

When we got our loan interest rates were 4½ per cent. Now we cannot afford to get another loan with the price of property and the high rate of interest.

The present highway seems to be efficient enough except for the tourist. The businessmen are the only ones that seem to want more tourists so they can make a few dollars. All tourists mean to me and my family is over-crowding and ruining

of our natural resources that we have enjoyed all our lives. The highway department doesn't seem to keep the present highway in good shape so why put more in.

If you people would spend more money and time to get drunks and the poor drivers off the roads you wouldn't have near the accidents you now have. The worse thing we have to put up with is the camper trailers. It seems like as soon as a man retires he goes out and gets a camper or trailer so he can drive all over the country at 30 miles per hour. I believe they should have to have special tests before they could start down the highways.

Sincerely,
George Mackey

Carol Mackey
George and Carol Mackey

RECEIVED
APR 20 1971
OREGON
STATE HIGHWAY COMMISSION

16 H60 Ng101-S0

Tillamook, Oregon
February 18, 1971

Oregon State Highway Dept.
East Highway Building
Salem, Oregon

Dear Mr. Torbell:

Since the afternoon you gave us an idea of how the latest plan for Highway 101 might effect our property, my husband and I have been giving the matter serious consideration.

I realize you may not be the man we should be writing to at this time- but you are the only man representing the Highway Dept. to involve that Dept., personally, with our interests. This should count for something!

If you have no authority to consider what is written here or to answer our questions--you will know who to pass our letter on to. I am enclosing a self-addressed envelope hoping you will be kind enough to let us know whom you have put in possession of our correspondence to you. I've also made provision for having it registered so that if there is some need of delay, we will not have to fear your answer to us has gone astray.

The things we are concerned about can never be a matter of money with us. Therefore it seems wise to present our objections to someone with the authority to give consideration before any appraisel on final decisions on the right-of-way are made.

This is not our first experience with the Highway Dept. A few years ago we owned three rentals along Highway 101 about 6 miles south of Bandon, Oregon and a lovely building spot next to them. It was just such an elevated, sheltered area as we have here. As we could, we acquired hundreds of dollars worth of plywood, lumber, plate glass windows and so on.

When it was learned we were getting ready to build we were notified the Highway Dept. wanted ¼ acre of our highway frontage. They offered us $115. which was less than we paid for dynamite to clear it. They told us, quite frankly, they were buying it then to keep from having to buy the house also at a later date. In the end they did a little better by us than $115. but only because we enlisted the services of an attorney. Your own records will prove this. Our hope for a nice home near our income property was shot and the materials we had accumulated suddenly assumed the status of so much excess baggage. No place to use it!

We left Bandon in 1964 putting our rentals in the care of a neighbor across the street. He did the best he could (worked away from home) but did not keep our houses rented nor repaired as we would have. Everything that <u>had</u> to be done to <u>keep</u> renters was hired. We were losing heavily as high taxes and insurance on the 3 houses had to be paid, income or not, and the care-taker kept a certain part of the rent he did collect for himself. We sold the property a short time ago at a loss because our new home is too far away to cope.

We have not felt particularly bitter at "Nutter's Curve" had taken several lives. The need for the 4 acre was obvious. My husband had his health and we determined to try again somewhere else.

But this time the situation is entirely different. This time the house is built and my husband is not well. We purchased this property because of its beautiful, private, sheltered setting--and its potential for developing the home of our dreams.

There was room for a spacious yard and some attractive landscaping, a circular driveway, large carport and patio. We made provision for a daylight basement and a sundeck off the front room on the south side. Every one of these factors essentially enhances the livability, personal enjoyment, and all-around value of our residence.

It was financially necessary to do our own work. Since we were both employed it has taken us several years and most of what we've earned to get this far.

Until your visit we felt our investment to be secure because we knew that in the years ahead the aesthetic aspects of our location would be a strong selling point. Now the State Highway Dept. proposes to "knock everything into a cocked hat," --a second time.

If a right-of-way 16 feet from our patio is forced on us we will be opened up to the north wind, a highly undesirable circumstance which you Highway people in your own nice homes in the valley aren't prepared to appreciate.

The beautiful green, feathery background of young trees bordering the house and yard on the north side will be ruined. They are protected by the deep body of surrounding timber. Because they have grown so thickly they are shallowly rooted. One has only to look around the country after the last storm to know they'll go down in heavy winds once the timber north of them has been cut to within a few feet of the carport. We will be forced to cut the remaining trees to keep them from damaging the house. If we are deprived of this natural belt of shelter, the carport and north side of house will have to be restyled and rebuilt to protect from the weather and storm windows added to protect our big windows.

My husband is no longer able to do this type of work. We would have to hold the Highway Dept. responsible for a contractor's estimate in order to have the job done.

Our trees add immeasurably to the beauty, serenity, and natural shelter of our home. They deaden the noise of heavy traffic. They cause storms to whistle through the tree tops over our heads and help create an atmosphere of unbelievable warmth and tranquility on sunny days.

The right-of-way as presently planned will render our front porch meaningless with no approach except behind the house. All guests or strangers will have to enter our front room through the utility room off the bathroom. Just Great! You fellows ask <u>your</u> wives how <u>they'd</u> feel about having this objectionable and offensive situation forced into their nice homes on a permanent basis.

We would <u>never</u> be able to have a pretty yard or lawn, nor adequate as to either shape or size. What real enjoyment is there in a new four-bedroom home of 1800 sq. ft. without an appropriate lawn?

Besides being deprived of the convenience of our circular driveway, the utility of our carport will be seriously impaired. We will be forced into using the area behind the house for turnaround space.

This area was planned and is being used for wood storage.

The heating design of our two-face fireplace includes a wood heater. Since wood is readily available to us on a continuing basis and at a substantial saving, it is imperative that we store large quantities of fuel conveniently near the house.

Forcing us to store wood farther back will, in turn, force us into giving up our garden. It is now in the only spot we have for it. It's been fenced, built up, and proven adequate for our needs. It's just not possible to explain nor put a price on the pleasure and personal satisfaction it affords us each spring and summer.

It's not possible, either, to put a price on any of the other things we treasure enough to want to bring to someone's attention in this letter.

In fact, our past experience with State Highway appraisers provide no confidence at all. Unless the Dept. has begun hiring a "different breed of cats" they won't know an improved building site from an equal amount of gorse infested benchland. How can they estimate damages when the very things meaning so much to us have only nuisance value when Highway goals are concerned?

Coming in beside the house, then veering east 16 feet from our patio and down across our yard will set off a chain of unavoidable and damaging results. No amount of money can make it possible to replace or restore what we will be losing. Once the highway has our land it's gone forever and the resulting consequences will put a permanent blight on our home property, and its real estate value.

We don't feel a public meeting where people are apt to be excited and angry is the place to present what is written here. We doubt there's even going to be a public meeting. We've been told it was postponed twice now- but received a call from Mr. Wolf recently telling us the County was having one the 26th and that if I called to ask, we might be given permission to attend, although it was not intended for the public. I called and we're going! We are curious as to what the County Road Commission has to do with our particular situation in regard to highway right-of-way.

If we find it expedient we'll leave them a copy of this letter to you.

We sincerely hope the final right-of-way plan will swing a little farther east than shown on your map. This would solve every problem the present plan creates for us.

The map showed a deliberate jog in the right-of-way for the express purpose of missing the house. We feel it's entirely possible to "miss" us a little further all the way around. There is certainly no drastic need to violate our right to what we have painstakingly provided for ourselves, especially with unimproved ground across the road from us.

If neither of the above solutions are possible, then have the decency to take the right-of-way on through the house where it's headed and give us a fair chance to try once more for what we are entitled to in a home and were well on the way to having here.

The acreage for right-of-way is in re-forestation. Who is responsible for the 35 years back taxes which will become due immediately? Also the

ground north of the house if we have to clear trees away from the house?

How do we contact about such things as possible damage to our well and the elimination of a water hole for stock and irrigation? We've run our well 24 hours a day during driest part of the year and never run it dry.

The presently planned right-of-way will take a good share of our pastureland. We ourselves cleared what open ground we have. It's expensive and difficult to hire pasture away from the barn and a bother to care for animals from a distance. If we are deprived of what we desperately need for our own welfare we will expect to be paid enough reimbursement to hire cleared and improved an equal amount of land. Mr. Greenfield has been under care at the Wheeler Clinic for some time. He can never expect to clear ground again, but we can get estimates from those who do.

Mr. Wolfe consented somewhat favorably on the possibility of bringing our new access road up around the front of the yard so we could still have a circular driveway. This would surely make things look brighter for us.

We know highways must be built or improved and we enjoy them ourselves. We know your Dept. must consider both quality and expense, but we feel we've already made our contribution to the cause. Once is enough!

When we tried to correspond with the right-of-way people once before, it was like bumping our heads on a stone wall. We got steam-rollered flat before we could get our "teeth" into anybody who knew something about anything. Although we know "leopards don't change their spots" this letter is an attempt to get an early start. If you can please help us make a beginning!

We are keeping a copy of this correspondence in the event the Highway Dept. finds it necessary to bring us into court. It would be hard to remember all that's written here.

Very Respectfully,

Elsie Greenfield

Elsie Greenfield

EG:js

April 15, 1971 – Please send us infor. on how to get a look at the old survey maps made on this section of road
– We wish this copy of our letter to be made part of the official transcript.
– The County Assess. tells us she must have the exact amount of land required by the Ny. Dept. (before she can determine 35 years back taxes on the land) on reforestation (and the exact amont of cleared ground) because this was recently taken out of reforestation. If the Hearing Chairman, or the Highway Commission isn't prepared to do something about this request for the above information please tell us so this can be handled correctly.
-42- Mrs. Greenfield

TILLAMOOK COUNTY CHAMBER of COMMERCE

2105 FIRST STREET -:- TILLAMOOK, OREGON 97141
PHONE 842-7525

April 19, 1971

Frank Morgan, Const. Engr.
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Morgan:

I wish to add to my testimony given at the highway hearing on April 13, 1971 at Pleasant Valley, Tillamook County, the Oregon Coast Association endorses the corridor relocation of Highway 101. We are not concerned with the construction details as long as it meets today's standards. It is my understanding that it is possible to modify the construction near Station 370 cutting into the hill bank, thereby preventing the relocation of the James Pollard residence and four others. If this modification is reasonable and economical, and of the best interest of both the traveling public and the residents we surely would support such a change.

Sincerely,

Ray Dufur

Ray Dufur
Chrm. Oregon Coast Assoc.
Highway Committee

cc: Mrs. James Pollard

Routing

RECEIVED
APR 20 1971
CONSTRUCTION DIVISION

Pease
Swan

4/20/71
Copy to Lloyd Avery
2W

TILLAMOOK COUNTY CHAMBER of COMMERCE
2105 FIRST STREET -:- TILLAMOOK, OREGON 97141
PHONE 842-7525

April 16, 1971

Frank Morgan, Const. Engr.
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Morgan:

The Tillamook County Chamber of Commerce, at its regular board of directors meeting on Friday, April 16, voted they wish to go on record as generally approving the proposed plans of the Oregon State Highway Commission for the construction of Highway 101 between Pleasant Valley and Green Timber Road with the following suggestion:

> Near Station 370, the highway be located farther to the north to cut into the small hill and at the southerly end of the project, the highway be located a slight amount to the east.

This slight relocation in two spots would avoid the removal of three residences from the Tillamook County tax rolls.

Sincerely,

Stan Pintarich
President

cc: Mrs. James Pollard
Mike Niflis

c - Floyd Query

Routing
Morgan
Dacker
Bond
Walker
Bochma
Johnsen
E

RECEIVED
APR 19 1971
CONSTRUCTION DIVISION

15805 - 101 South
Tillamook Ore. 97141
April 14, 1971

Oregon State Highway Commission
Oregon State Highway Bldg.
Salem Oregon - 97310

To whom it may concern:

We want to go on record in formal testimony that we oppose the Green-Timber - Pleasant Valley Highway 101 realignment project in its present design just as we have opposed it since the survey started in this area over a year ago. Since this is formal and recorded testimony and all we have argued previously may not be known We have asked Ken Wolfe, Gerald Wimer, McCasburey and McGeorge Wills why this hill across from our home cannot be taken and these are some of the answers "It is a slide area" local residents that live here do not recall it sliding, these are people that have lived here up to 50 years or more. In reference to this small slide area as indicated on the fully detailed map, I have walked over this area a number of times. The slope of the hill is very gradual and if a slide should ever occur the magnitude would be minute. We also feel the engineers devoted such a small amount of time to the study of this so called problem area it is insufficient to justify the removal of five (5) homes.

We feel the Department Employees are on such a defensive side it appears they are afraid to give us a direct answer

on any question

We have also received the answer "We have no place for the fill dirt" We have no other home like this to live in either.

We have also written Governor Mc Call, the Highway Commissioners, Representative Wendell Wyatt, State Representative Paul Hannaman asking for help and advice, we have pleaded with the county Commissioners to help change this section of the survey.

We still believe in our society that people are more important than a gas driven piece of machinery or a hill if these machines must have precendence over something let it be a hill not the lives of 5 families as this is, in our opinion, how many homes would be saved if this hill were taken. As well as leaving 5 homes on the county tax rolls, we also feel this change in the design would help public relations with the Highway Department in this county.

We also feel the extreme south end of this project could be altered to save the ecological beauty of Mr and Mrs Greenfields property.

Mr Spencer L Pollard
Mrs Mary Jane Pollard

RECEIVED
APR 6 1971
OREGON
STATE HIGHWAY COMMISSION

Edwards

April 14, 1971

Glad to see Right (undivided) will become a matchmaker part of statement

CY

Mr. R. L. Porter, State Highway Engineer
Room 121, East Salem Highway Building
2960 State Street
Salem, Oregon 97310

Mr. Porter:

I am writing you to express my opinion concerning the proposed Pleasant Valley-Green Timber Road Section improvement and how it affects my family.

What we personally fear most concerning the proposal is that it may cause us to lose the very unique setting in which our home lies. We fear we will not be able to replace it with a comparable one.

Before we bought our home we must have looked at a hundred places, not to mention reading hundreds of listings. We knew what we wanted in a home most of all — privacy, solitude, a year-around creek, a large clearing completely surrounded by good-sized timber, a place where no one else could build on any side of us, a place undisturbed where our four children and our animals (chickens, ducks, rabbits) could run free. And all this on at least a few acres.

We had, as you can imagine, a very difficult time finding such a place, but with much time, effort, and determination we found what we wanted. And all these attributes I mention above are of more importance and value to us than even the home itself.

Now we fear, because of the highway proposal, we shall lose what we sought so urgently for and found with much difficulty.

Since we were contacted by Mr. Terbell, we have been looking earnestly for a comparable setting that can be obtained. We have found none. We have consulted with three different real estate agencies and have gotten the same story: <u>What you want is not presently available, and rarely is</u>.

How can a monetary value be placed on what we most value in our property — the setting and what its uniqueness offers? I suppose I could contact the countless people who desire such a place and ask them what they would be willing to pay. I don't know, but if I have to, I will find out somehow.

NOTED
TOM EDWARDS

I know the highway people are concerned that the displaced persons be placed in "adequate" housing that is "decent, safe, and sanitary." But as I have said, such provisions are secondary to our desires, which I have described.

To summarize then, I must say that until we see that we will be able to obtain a setting that will be favorably comparable with the one we now have, I must go on record as being opposed to the proposed improvement as far as our property is concerned. A house is a house. But a setting is not a setting. Almost any house can be replaced, but a setting such as ours is a rare find that we intend to keep or duplicate.

Sincerely,

N. Michael Niflis
16045-101 South
Tillamook, Oregon 97141

NMN/vn

cc: D. A. Terbell

RECEIVED
APR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1350 yellow fir Road.
Tillamook Oregon
97141

Lloyd Ouery
Oregon State Highway Comm.

Dear Sir;

I enjoyed viewing the Corridor and Design Hearing map of the PLEASANT Valley – Grber T. nber Road. Sect. However I fail to see why the hill in Section 5 west of the highway and across from the Pollard and Nefflen resident cannot be cut into in order to save there homes. I believe it was explained that it is a sliding hill. Mr. Hall our landlord says he's been here all his life and it hasn't slid anywhere yet. I believe with a new alignment on this particulon corner most everyone on this 3 mi stretch of new construction will be happy.

Thank You
Mrs Robert Hurliman

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JUN 22 1971
FOR FILING

7940

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1971

SUBJECT: Pleasant Valley-Green Timber
Road Section
Oregon Coast Highway
Tillamook County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

The subject environmental statement has been reviewed by the Environmental Study Committee.

The committee has appraised the social, economic and ecological considerations included and has found that the attached study adequately covers these phases of the project. If you agree as to the adequacy of these statements, we shall distribute them through normal channels.

R. W. Ellison
R. W. Ellison
Assistant Program & Planning Engineer

GAP:dg

Attach.

cc: V. D. Wolfe, w/encl.
L. H. Young
F. L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

Approved 6-22-71
Asst. State Hwy. Engr.

File until to
P. & P. 6-22-71

RECEIVED
JUN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FILED
JUN 16 1971
FOR FILING
7940

FORM B-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1971

To: MEMORANDUM TO THE FILE

SUBJECT: Pleasant Valley-Green Timber Road
Oregon Coast Highway
Tillamook County

The subject project was reviewed with Mr. Porter, Mr. Edwards and Mr. Klaboe this week. The only change which would not introduce undesirable road features was line and grade shift at Station 395 to end of project which would reduce impact on Greenfield property.

The project will be worked up for Design approval on this basis.

Frank L. Hall
Design Engineer
By:

NOTE
F. B. KLABOE

George C. Wills
Chief Locating Engineer

GCW:jf

cc: F. B. Klaboe
R. D. Asburry
D. L. Keyes
G. Potter

RECEIVED
JUN 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1971

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. 7th Avenue
Portland, Oregon 97232

June 11, 1971

IN REPLY REFER TO:
REFERRED TO
BY SECRETARY
7910

Klahre
Query
6-15-71

Mr. Floyd Query
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Your notice of informal informational corridor-design sessions and description of the following projects have been reviewed:

1. Emigrant-Frazer Couplet
   Pendleton-John Day Highway
   Umatilla County

2. Pleasant Valley-Green Timber Rd. Sec.
   Oregon Coast Highway, Tillamook County

We have no comments on these projects.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

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JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

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JUN 3 - 1971
FOR FILING

7940

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1971

To: R. L. Porter
State Highway Engineer

BUILDING

SUBJECT: Pleasant Valley-Green Timber Road
Oregon Coast Highway
Tillamook County

At your request we have evaluated changes of alignment as suggested by Mrs. Greenfield and Mrs. Pollard.

Line change as suggested by Mrs. Greenfield lies between Station 410 and Station 431±. Change of line and grade to minimize impact on her property would result in additional excavation of 60,000± cubic yards and would expose more cut slope area to erosion and slide possibilities. There would appear to be no significant change in right of way costs.

The line and grade change to avoid taking of the Pollard's house is of more consequence. The cut using 2:1 slopes would require 190,000 cubic yards of excavation. Additional excavation to stabilize slide is unknown, however, benching on an average 3:1 slope would require approximately 250,000 cubic yards additional. Because of poor embankment foundations it would not be prudent to incorporate a substantial amount of these materials into embankments and most would have to be wasted. Savings on right of way would appear to be in the range of $30,000 to $40,000.

Quantities indicated are based on 4-lane ultimate construction.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf
cc: F. B. Klaboe

RECEIVED
JUN2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

7940

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 27, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-137(-)
Pleasant Valley - Green Timber Road Section
Oregon Coast Highway
Draft Environmental Statement

Enclosed are two copies of comments from our Region office concerning the Draft Environmental Statement for the subject project. Please consider these comments in preparing your final Environmental Statement.

It should be noted that several of the comments included in the attached memorandum are very similar to those made on previous draft statements. An effort should be made to incorporate items such as (1) and (5) in all draft statements.

Enclosure

FBK

orig to Young 6-1-71

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. D. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Form DOT F 1320.1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: May 26, 1971

In reply refer to: 08-00.36

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

FROM : I. C. Lloyd, Regional Environmental Coordinator
By: D. H. Potter, Acting Reg. Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project F-137(-)
Pleasant Valley - Green Timber Road Section
Oregon Coast Highway
Draft Environmental Statement

The draft statement for the subject project is considered to be one of the better submissions received to date. This statement provides evidence of coordination with other agencies concerned with the environmental impact of highway construction activities. The following suggestions are offered for your consideration in preparing the final environmental statement:

(1) It would be desirable to include a section immediately following DESCRIPTION AND PURPOSE OF PROPOSAL that describes in more detail the existing natural and man-made environment. In a round-about way, one can visualize the type of environment in the project area. For those unfamiliar with this locality, additional discussion of the importance of dairy farming, cheese manufacturing and processing, commercial and recreational activities in the project vicinity is perhaps warranted to aid others who must review the final environmental statement.

(2) The information concerning the fisheries resource of Mills Creek could be consolidated in the section suggested in (1) above. If other forms of wildlife, waterfowl, etc. are in the project area, it would be desirable to comment on their range, feeding and nesting habitat, etc.

(3) The map does not depict the alternate discussed on page 4. Perhaps a larger map, showing how extensive the channel realignment of the Tillamook River and its two tributaries would be on the westerly alternate, would add to the other listed reasons for selecting the present proposal.

(4) Under IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES, page 5, it is considered desirable to acknowledge that resources such as earth, gravel, sand, etc. within the project limits and borrow sites are committed for the life of the planned facility. However, the roadside areas not actually used for roadbed are available for revegetation by natural regeneration of native plant species or by landscaping where warranted.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-614

(5) Future draft environmental statements should have a list attached showing the names of those groups, agencies, etc. to whom such draft statements were sent for review and comment.

(6) Indication that a structure in the right of way was judged to possess some historical significance (page 7) raises the question of whether the site is included in any register or listing of historic sites. Since the draft statement has been circulated we suggest that some additional information be provided regarding who made the judgment and whether there is any desire by others to preserve the structure.

RECEIVED
MAY 6 - 1971
FOR FILING

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

STATE OF OREGON 1859
TOM McCALL
GOVERNOR

May 4, 1971

4104

Mrs. Mary Jane Pollard
15805 101 South
Tillamook, Oregon 97141

Dear Mrs. Pollard:

Since receipt of your letter, I have asked the Highway Division to reexamine the matter and to give consideration to moving the line into the hill that you described.

While this may seem an obvious solution to your problem, it does not appear to be a prudent one. I am sure you know that the coastal area has many sections of unstable soils and preliminary investigations indicate that cutting into this hill would be very apt to cause slide problems that would be difficult to cure.

It is regrettable that the highway system cannot be modernized without causing some disruption and inconvenience. You will find, however, that Highway Division personnel will assist you in every way that they can to either move your house or, if this is not practical, to find a substitute facility. May I suggest before we form further judgments that we see what can be done in the way of negotiating a right-of-way settlement with the Highway Division's Right of Way Section. Their personnel are aware of your problem and will try to work out a satisfactory arrangement with you.

I do wish I could get away to take advantage of your hospitable invitation, but the press of business is such that I probably will be unable to do so. Thank you for your kind offer, however.

Sincerely,

Governor

TM:mj

bcc: Highway

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MAY 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

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MAY 3 - 1971

Const
RW
101- Tue

April 30, 1971

4104

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. George M. Baldwin, Director
Department of Transportation

Dear Mrs. Merrill:

Attached for your consideration is a suggested reply to Mrs. Mary Jane Pollard who is concerned over her home due to proposed highway improvements on the Coast Highway south of Tillamook.

Mrs. Pollard has also written to Representatives Wendell Wyatt, Paul Hanneman, and the State Highway Commission concerning this matter.

From the data available, moving into the hill will be a mistake. Preliminary seismic work indicates that such excavation will create a potential slide. As you know, we complied with a similar request by local citizens in the Neskowin area a few years ago and, consequently, will have to live with a slide problem for a long time to come.

I am confident that our Right of Way people will be able to work out a settlement with the Pollards that will make their inconvenience bearable. We can pay relocation allowances that we could not pay a few years ago and there are other benefits that should make their relocation less burdensome. We must make every attempt to settle with the Pollards before considering the removal of the hill and opening up a potential slide situation.

FBK:srb sr
bc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
Frank Hall
D. H. Moehring
R. D. Asburry
Att.
cc: George M. Baldwin

Very truly yours,

R. L. Porter
State Highway Engineer

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
April 30, 1971

Mrs. Mary Jane Pollard
15803 - 101 South
Tillamook, Oregon 97141

Dear Mrs. Pollard:

Since receipt of your April 14 letter, I have asked the Highway Division to reexamine the matter and to give consideration to moving the line into the hill that you described.

While this may seem an obvious solution to your problem, it does not appear to be a prudent one. I am sure you know that the coastal area has many sections of unstable soils and preliminary investigations indicate that cutting into this hill would be very apt to cause slide problems that would be difficult to cure.

It is regrettable that the highway system cannot be modernized without causing some disruption and inconvenience. You will find, however, that Highway Division personnel will assist you in every way that they can to either move your house or, if this is not practical, to find a substitute facility. May I suggest before we form further judgments that we see what can be done in the way of negotiating a right-of-way settlement with the Highway Division's Right of Way Section. Their personnel are aware of your problem and will try to work out a satisfactory arrangement with you.

RLP:fn sr

RECEIVED
APR 30 1971
FOR FILING

Crist
2116
101 - Tillamook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 27, 1971
Salem, Oregon

NOTED
R. L. PORTER

To: MEMORANDUM TO THE FILES

SUBJECT: Pleasant Valley-Green Timber Rd.
Oregon Coast Highway
Tillamook County

Mrs. Mary Jane Pollard called me this morning to discuss at length the subject project. She is still of the opinion that because of personal reasons the alignment should avoid her home and property and should go through the slide area westerly of their property.

She expressed concern that our people at the informal hearing did not explain the project in detail to the extent that she desired, and apparently some of her questions could not be answered. I believe our people were answering her questions but possibly in technical terms which she did not understand.

She also expressed the hope that our people would not mention the highway relocation to her mother who resides in the trailer house adjacent to their home. Her concern was with her mother's health which I understand is precarious and an emotional disturbance could have serious consequences.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

NOTED
F. B. KLABOE

GCW:jf
cc: F. B. Klaboe
D. H. Moehring
R. D. Asburry
Rod Henry
Ken Wolfe

RECEIVED
APR 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Pete
By Asst. State Hwy. Engr.
Lp

C

O

P

Y

April 14, 1971
15805 - 101 South
Tillamook Oreg. 97141

Governor McCall
Salem Oreg. 97310

Realignment 101 Highway
Pleasant Valley-Green Timber

Dear Mr. McCall

I suppose you will think me a fanatic because I still have a little faith in our Government and feel our elected officials still have a mind of their own to think with but I am trying to save our home in the only way I feel I can.

We had a hearing yesterday and (2) two informational yearings. Our children answer questions better than the men of the Highway Department did - Most of their answers were "I don't know."

We were sold down the creek by, I assume, elected men of different organizations at the local level either because they don't care who gets hurt or they never took time to study the map. The little people that make up this state, the people that live & have lived in this area for many years showed more sense and human feeling than anybody.

I felt so dejected after hearing official after official approve this design as it stands I could not talk as I had intended and feel I have let our family down as well as others who will be hurt and don't want to be and do not need to be if the proposed highway design were changed just slightly in at least 2 places. In our case all that needs to be done is remove a small hill and you would save 5 homes and possibly only take one. Also at the South end of this project our hungry Highway monster is reaching back 200 ft. to destroy a hill that is protecting a home from our harsh cold north wind and putting the right away line within a few feet of a home that if left as is adds to the ecological beauty of this area.

Mr McCall I am asking you as a public official with a responsibility to us as people to look at the design map and see for yourself how 5 homes could be saved completly and one beautiful home could still retain its natural beauty.

In no way sir am I wishing other homes to be taken just to save ours, as you can see by the Highway Departments large fully detailed map fewer homes would be destroyed and the people in this area are in agreement with our theory as was stated orally at the public hearing.

Mr. Niflis stated his case orally at the hearing I cannot say more except by taking this hill acrss from us his home in a beautiful setting can also be saved.

I am asking you Mr. McCall to take a few minutes and look at and study this detailed map and judge for yourself what we are saying.

I sincerely hope you do not think me a NUT but someone that is trying desperatly to save our home. If Mr. McCall you feel you would like to see first hand what is being proposed you are welcome to come to our home for a cup of coffee and talk.

I remain Sincerely hopeful

/s/ Mary Jane Pollard

Enclosed is a corridor & design hearing map with our ideas penciled in also homes.

Our Telephone # is 842-6844 if you wish to stop in.

A. Olson
Wil...
RECEIVED
APR 0 1971
DESIGN SECTION
Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

POLLARD TO HV 4/15

April 14, 1971
15803 101 South
Tillamook Oreg. 97141

Governor McCall
Salem Oreg. 97310

Realignment 101 Highway
Pleasant Valley - Green Timber

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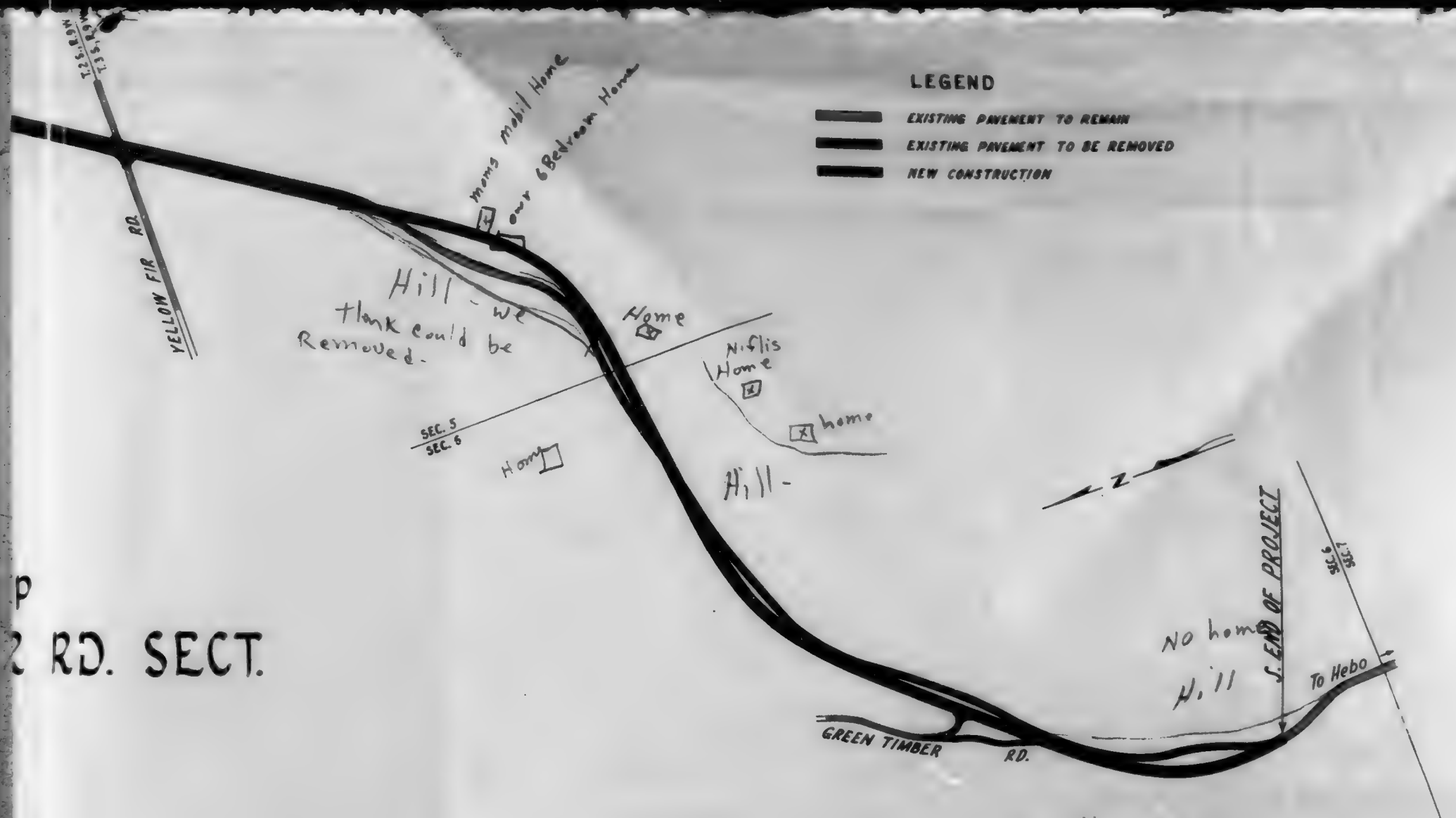
I remain sincerely hopeful

Mary Jane Pollard

Enclosed is a Corridor Design Hearing map with our ideas penciled in also homes our telephone # is 842-6814. if you wish to stop in



P

2 RD. SECT.

I am no artist + my distances are probably way off but sir Please study the fully detailed map. - soon. before everything is Completely Cut + Dried.

P

RD. SECT.

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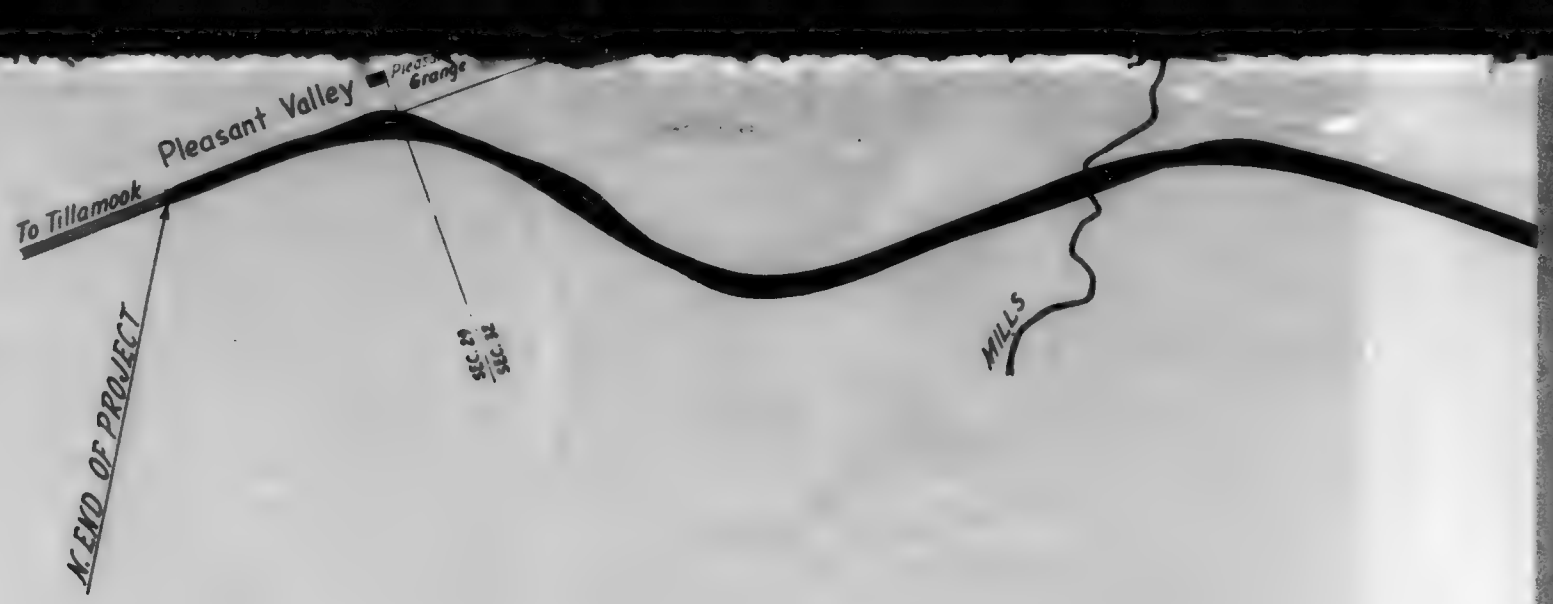
Home -



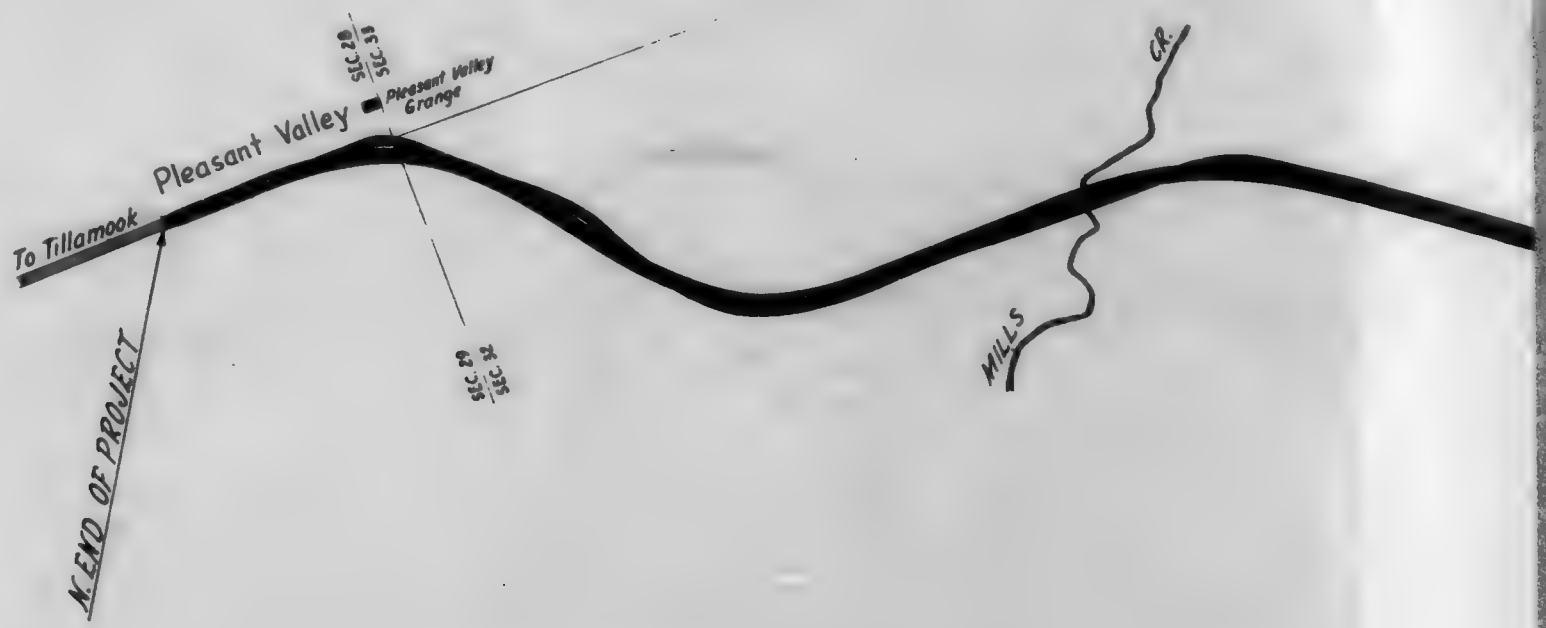
OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MA

PLEASANT VALLEY ~ GREEN TIMBER

OREGON COAST HIGHWAY

TILLAMOOK COUNTY



OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MA

PLEASANT VALLEY — GREEN TIMBE

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

RECEIVED
APR 23 1971
FOR FILE

Central
RM
101 Jule

April 21, 1971

The Honorable Paul A. Hannaman
State Representative
Route 2, Box 16
Cleverdale, Oregon 97111

Dear Mr. Hannaman:

Thank you for furnishing us a copy of your April 21 letter to Mrs. Mary Jane Pollard. She has also written to us on several occasions and is understandably concerned over the effect of the proposed highway improvement on her home.

From what data is available, I believe moving into the hill would be a mistake. The Division has done some preliminary seismic work in the area and indications are that it could be a potential slide situation. A few years ago, we made such a mistake at Seekseik and will have to live with it for all time.

I am confident that our Right-of-way people may be able to work out a settlement with Mr. and Mrs. Pollard that will make their inconvenience bearable. We can pay relocation allowances that we could not have paid a few years ago and, stated simply, we can pay an amount necessary to acquire a substitute, satisfactory facility even though the market value of the existing dwelling may appraise at something less. Also, the Division will be glad to look into moving the residence to the remaining property if such an arrangement would meet with the Pollards' approval. What I am trying to say is that we should attempt to make a settlement with the Pollards, if such is possible, before considering the removal of the hill and opening up a potential slide.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fs
cc Tom Edwards
F. S. Klabee
Victor D. Wolfe
R. S. Sipprell
Frank Hall
D. M. Mochring
R. D. Asbury

HOME ADDRESS
PAUL A. HANNEMAN
RT. 2, BOX 18
CLOVERDALE, OREGON 97112

TILLAMOOK COUNTY

COMMITTEES
CHAIRMAN:
NATURAL RESOURCES
FISH AND GAME
AGRICULTURE
MEMBER:
TRANSPORTATION

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

April 21, 1971

Hand delivered by Page

RECEIVED
APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mrs. Mary Jane Pollard
15805 101 South
Tillamook, Oregon 97141

Dear Mrs. Pollard,

I have been driving that road for twenty six years, often passing your house four times per day, and I feel fairly familiar with that hill and where your buildings are.

I would agree that a more gentle curvature could be made if the alignment took a portion of the hill and not your homes.

You stated that there seem to be no plans for re-alignments north or south of your area. As a matter of fact, we have been involved with the section south of you for eleven years. It hooks up directly with your corridor design.

The department has had a great problem with slippage at Neskowin and on Cascade Head, and consequently are concerned about cutting hillsides if they have an alternative.

I am sending a copy of this letter to Mr. Rod Porter, State Engineer. The copy will express my hope that your properties can be saved and that they consider removing part of the hill.

Dear Rod.
a letter mailed to you yesterday contained several typing errors, Sorry.
PH

Sincerely,

Paul Hanneman

PAUL A. HANNEMAN

CC: Mr. Rod Porter

RECEIVED
APR 20 1971
FOR FILING

Coast
R/W
101

Tillamook

April 20, 1971

AIRMAIL

The Honorable Vandell Wyatt
Member of Congress
414 Cannon House Office Building
Washington, D. C. 20515

Dear Mr. Wyatt:

This is in response to your April 16 inquiry concerning Mrs. Mary Jane Pollard's letter to you of April 6. Mrs. Pollard is, understandably, concerned over the potential loss of her home due to proposed highway improvements on the Coast Highway south of Tillamook.

I am sure you are aware of the difficulty that the Oregon Highway Commission has had in attempting to modernize this highway, particularly between Neskowin and Tillamook. Literally dozens of plans have been suggested and they all have met with such violent opposition that the Commission has not endeavored to proceed. The demands for a modern highway facility in the area have not at all diminished and the requests for a modern road are just as strong as ever.

It has been agreed with local officials, with Chamber of Commerce representatives, and with the Oregon Coast Association that probably the best and most acceptable plan would be to modernize the existing Coast Highway from Tillamook as far south as the community of Hemlock. Actually, the southerly end will be north of Hemlock a short distance. From this point southerly, a definite plan has not been approved. The improved facility could proceed to Sand Lake, thence down the coast to Pacific City, thence inland just easterly of Camp Winema to Neskowin, or a route in close proximity of the present highway could be selected and modernized. At any rate, the Pleasant Valley-Green Timber Road Section will fit either idea and the Highway Commission has decided to proceed with this section.

It is impossible to develop any highway plan that will be completely satisfactory or acceptable to everyone. To shift the alignment to miss the Pollard residence would not, in my opinion, be doing them a favor, as the right-of-way line would be right against the house. I am sure they would not like to be this close to traffic. I believe a better highway can be obtained by holding to the present proposal. This agency will do everything within its power to make this inconvenience just as bearable as possible. We will see that the Pollards are fairly compensated and if they would care to do so, we may be able to work out an arrangement where their home might be moved to their remaining property.

I know that this is not the type of response that Mrs. Pollard is seeking but if the project is to proceed, there seems to be no alternative except to acquire a portion of their property.

Your correspondence is returned as requested.

Sincerely yours,

R. L. Porter
State Highway Engineer

RLP:fm

Enc.

cc Tom Edwards
F. B. Kinbee
Victor D. Wolfe
Frank Hall
D. H. Moehring
R. D. Asbury

1555 101 South
[illegible] C. 27141
April 8, 1971

Dear Mr Wyatt,

I have written several letters to concerning our problem, but have torn them up because I figured you couldn't help us, but someone I talked with today said I should write you. That if there is still any honest politicians around you are it. I have great respect for you and believe you are a true Representative of the people.

We have never had any dealings with the political machinery of the state but our home and land is about to be destroyed by the State Highway Dept. Is there any way we can fight them & save our home or if we have how can we come out even? Their present plan of realignment seems very stupid - it is only a 3 mile stretch and they don't have any plans for improvement North or South. I was even told by a highway engineer that this may be a secondary road. Do the farmers have to suffer the losses when a plan is so incomplete?

We bought our home just 2 years ago so

that we could raise our 5 children, in an atmosphere of nature, hard work and could learn to love God's creation. Our home has 6 bedrooms and these are hard to find. The love we feel for this place is shown in the work we have done. We seeded 5 acres for Pasture last May with Federal Cost sharing - This will also be destroyed if this project is approved. I don't know if you can help us but our home and farm is our life and all we have and I must try everything to save it.

I know improvement of 101 thru Tillamook has been a headach for many years and that someone must lose their land if improvement are made but the Highway Dept is not showing us that this small section will serve a definite purpose or show us an overall plan to better the rest of 101. -

If there is nothing we can do I sincerely

I don't like your tone but I had to try to satisfy myself. I have tried everything to save our home.

Thank you for being our Representative

Respectfully yours

Mrs Mary Jane Pollard.

Enc. - is a map of the section to be improved.

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILE
7940

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 29, 1971

Mr. and Mrs. Raymond C. DeWitt
Circle D Ranch
Tillamook, Oregon 97141

Dear Mr. and Mrs. DeWitt:

Thank you for your recent letter concerning the proposed improvements to the Coast Highway south of Tillamook.

Your Highway Commission has been faced with a most difficult problem in meeting local and areawide demands to improve this route in southern Tillamook County. Many proposals have been suggested and all of them have met with such strong opposition that the Commission has felt it unwise to proceed. From Tillamook to just north of the Hemlock community, it has been generally agreed that modernizing the existing highway is the only possible solution. This has the support of the Tillamook County Commission, the Oregon Coast Association, the Chamber of Commerce people, and groups who have requested Coast Highway improvement.

I realize that any change may cause inconvenience to some people; however, rules on right-of-way acquisition and relocation have been liberalized in the last few years to the point where I believe inconvenience can be kept to a minimum. I am hopeful that the Division's Right-of-way staff can work out a satisfactory understanding with you.

Sincerely,

Governor

TM:ma

bcc: Rod Porter

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
APR 26 1971
FOR FILING
Chief
RH
101 - Tice

April 23, 1971

Mrs. Vanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. George M. Baldwin, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration to Mr. and Mrs. Raymond C. DeWitt of Tillamook, who wrote concerning the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway.

I believe the draft is self-explanatory; however, if anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank Hall
R. D. Asbury
R. H. Moehring

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mr. and Mrs. Raymond C. DeWitt
Circle D Ranch
Tillamook, Oregon 97141

Dear Mr. and Mrs. DeWitt:

Thank you for your recent letter concerning the proposed improvements to the Coast Highway south of Tillamook.

Your Highway Commission has been faced with a most difficult problem in meeting local and statewide demands to improve this route in southern Tillamook County. Many proposals have been suggested and all of them have met with such strong opposition that the Commission has felt it unwise to proceed. From Tillamook to just north of the Hemlock community, it has been generally agreed that modernizing the existing highway is the only possible solution. This has the support of the Tillamook County Commission, the Oregon Coast Association, the Chamber of Commerce people, and groups who have requested Coast Highway improvement.

I realize that any change may cause inconvenience to some people; however, rules on right-of-way acquisition and relocation have been liberalized in the last few years to the point where I believe inconvenience can be kept to a minimum. I am hopeful that the Division's Right-of-way staff can work out a satisfactory understanding with you.

RLFifh

DE WITT TO HWY. 4/21

April 19, 1971

[illegible]

Office of the Governor
Salem, Oregon

Dear Governor McCall,

We are writing to you regarding the Pleasant Valley, Green Timber Road Dept., of the Highway 101 plans that are being discussed in this area.

We recently purchased (four months ago, after six months of negotiations) a dairy farm that includes 165 acres of beautiful pasture and grazing land. We paid $155,000.00 for this property and have invested many more dollars in remodeling the barn and improving the place. We came to this area from S. California, because we were attracted to the beauty of the area and were trying to get away from the rush of the crowds there in the Whittier area where we lived. We were never informed of any plans that were being made to rebuild the highway when we purchased the property.

We are very definitely opposed to improving of the highway for the following reasons;

1. We have been very unhappy to find out the amount of traffic that goes by here each day, and they travel at top speed now, why it it much noisier than where we lived before, and we thought moving to a farm in Oregon we would have some peace and quiet. We are sure that with an improved road there will be more and more traffic and they will be traveling much faster than they do now owing to a curve in the road they must slow down a little.

2. We will lose several acres of our pasture land to the highway and we feel that is outrageous to take good pasture land when it is being needed more and more for the production of milk.

3. We will also lose two wells, and several fruit trees, and one giant Douglas Fir tree, thus taking away some of the beauty of the place.

4. We will lose a portion of the front yard of our home, within 15 or 20 feet of our front door. The traffic noise now is very irritating, we hate to contemplate what it will be like with the traffic closer to us, more of it, and going faster as it will be a passing lane in front of our home.

5. We feel that a route along the coast would be a better idea if you are building this route with tourists in mind. That is what they want to see, is the ocean. We can speak with some authority as having been tourists through this area before we settled here.

We know that good highways are very important, but the farm lands are getting to be much more important with the population of the country increasing. We hear remarks about how California was ruined, Oregon is heading the same way whether or not they realize it if they open up the highways too widely and take away a lot of the beautiful land. A little thought needs to be put in the direction of using land that is not productive, such as that along the ocean.

Several of our neighbors will lose their homes as well as their lands and businesses. Please try to find an alternate route in another area.

Sincerely yours,

W. [illegible] McKay [illegible]

RECEIVED
APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1971
FOR FILING
STATE OF OREGON
1859
#79410

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD C. WESTERDAHL
Director

April 28, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Pleasant Valley-Green Timber Rd. Section
Clearinghouse #71.0126

Dear Mr. Porter:

We have referred your Environmental Statement on the subject development to the appropriate State agencies for their review and comments. The responses did not note any substantive criticisms or objections.

The Local Government Relations Division commented that:

"The benefits of the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway in Tillamook County, Oregon, will outweigh the detrimental impact to the environment.

"Although this Division does not wish to lodge a formal protest, it does question the necessity of increasing the present right-of-way by 25% or 60 acres. It could well be decades before the last 20 acres will be utilized."

We have no comment to add and wish you every success.

Sincerely,

Cleighton Penwell

NOTED
E. R. HILL

REFERRED TO
orig. Young 5-3-71
Asst. State Hwy. Engr.

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

APR 23 1971

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

April 19, 1971

79 40
REGION X
Office of Metropolitan Planning
and Development

IN REPLY REFER TO:
10ME

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

RECEIVED
APR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Mr. Young:

Subject: Environmental Impact Statement
Pleasant Valley - Green Timber Road Section
Tillamook, Oregon

We have reviewed the draft Environmental Statement submitted to our Portland Area Office with your April 8, 1971 letter.

The proposed project is to improve the Oregon Coast Highway from the rural community of Pleasant Valley south to Green Timber Road, a distance of approximately three miles.

We do not find any significant concern regarding adverse environmental impact in our areas of concern. We assume the relocation of displaced families will be resolved prior to start of construction.

We defer to other agencies comments on such factors as the air pollution, design considerations to preserve anadromous fish, general safety standards, and other technical aspects of the highway design.

Thank you for the opportunity to comment on your draft statement.

Sincerely,

John R. Merrill
Assistant Regional Administrator for
Metropolitan Planning and Development

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
H. S. Cox
E. L. Everton
R. D. Asburry

cc: Irv Lloyd, FHWA

NOTED
R. M. ELLISON

BEN GIFFORD

RECEIVED
APR 22 1971
PROGRAM & PLANNING
DIVISION

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7940

TO: R. L. Porter
State Highway Engineer

DATE: April 12, 1971

FROM: Federal Aid Coordination Unit
301 Public Service Bldg., Salem

SUBJECT: Pleasant Valley-Green Timber Road Section
Clearinghouse #71.0126E

We have received your Environmental Impact Statement and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by April 26, 1971

If you have questions or need assistance, please let us know.

WCK:mv

4-14-71

NOTED
TOM EDWARDS

REFERRED TO

By Asst. State Hwy. Engr.

81-125-3015

RECEIVED
APR 12 1971
FOR FILING
7940

April 9, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with the National Environmental Policy Act of 1969 (Public Law 91-190), attached are eight copies of the Draft Environmental Impact Statement for State Agency review and comment.

DISTRICT No. 1

Federal Aid Primary — Pleasant Valley-Green Timber Rd. Sec.
Oregon Coast Highway
Tillamook County

The Notice of Intent for A-95 review on this project was forwarded to your office February 16, 1970.

Your prompt attention and reply to this environmental impact statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality guidelines.

Attachments

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. B. Kiahoe
F. L. Hall
W. H. Tabeau
R. N. Chase
H. S. Cox
E. L. Gifford
E. L. Everton
R. D. Asburry

LG:aw

RECEIVED
APR 12 1971
FOR FILING

17940

April 8, 1971

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accordance with the "National Environmental Policy Act Guidelines," we are submitting a copy of "Draft Environmental Impact Statement" relative to the proposed highway project on the Pleasant Valley-Green Timber Road Section, Oregon Coast Highway, Tillamook County.

If your agency needs additional information or wishes to comment on this "Draft Environmental Impact Statement", please advise the Program and Planning Section, State Highway Division, Salem, Oregon.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

U. S. Dept. of Agriculture, Soil Conservation Service, 1218 S. W. Washington, Portland 97205
U. S. Dept. of Housing, Urban Development, 520 S. W. 6th Street, Portland 97204
U. S. Dept. of Interior, Bureau of Outdoor Recreation, Regional Coordinator, 1002 N. E. Holladay, Portland, Oregon 97232
Federal Aviation Administration, Airport Branch FAA Bldg., Boeing Field, Seattle, Wash. 98108
Bureau of Sports Fisheries & Wildlife, P. O. Box 3737, Portland, Oregon 97208
Corps of Engineers, Portland District, 2850 S. E. 82nd Portland, Oregon 97206
Mr. Daniel F. Burroughs, Chief, Portland Field Office, National Park Service, 920 N. E. Seventh Avenue, Portland, Oregon 97232

cc: R. E. Simpson, FHWA
F. B. Klaboe
R. N. Chase
B. L. Gifford

BLG:aw

OREGON STATE HIGHWAY DEPARTMENT

TO: F.B. Klaboe

Copies sent to Asbury Willis Klaboes

SUBJECT: Pleasant Valley - Green Timber Rd Ore Coast Hwy

FROM: H.S. Cox.

DATE: 2-25-71

The entire Tillamook County ~~Court~~ Commission met this date in my office in order to get a preview & prepare for a meeting tomorrow, in Tillamook, regarding the subject Section of Hwy.

The Commissioners were seeking an explanation as to the location (proposed) through the Pollard property.

On our request George Wills brought a map showing the proposed R/w taking & made a detailed explanation, particularily through the property in question.

I then showed Chairman Brennan a note that stated that this office on behalf of the Hwy Division would seek from Tillamook County a request for Studies & a hearing on this section of Hwy & further that they would solicit United Support for the proposed project.

(SIGNATURE)

PLEASE REPLY HERE

2-26-71

Ray Asburry, G. Wimmer, Rod Henry, G. Wills, Ken Wolfe & H.S. Cox met with Tillamook Co. Commissioners & approximately 20 interested Citizens to discuss & explain location of Hwy 101 within limits of Pleasant Valley - Green Timber Rd. Section.

G Wimmer & G. Wills did most of the explanatory work, Rod Henry explained R/w procedures.

It appears that the Pollards are the only persons seriously opposed to this location. G. Wills spent considerable time with the Pollards in an attempt to explain why thier place is damaged so much. This office will immediately procede to set up Corridor - design hearing, possibly for Mid-April. 12-13

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Mrs. Pollard (property owner) + 1 or 2 others — 10± acres
would satisfy

7± mi. to Fillmore

9 homes &/or business removed
not adequate replacement in immediate area

Costs

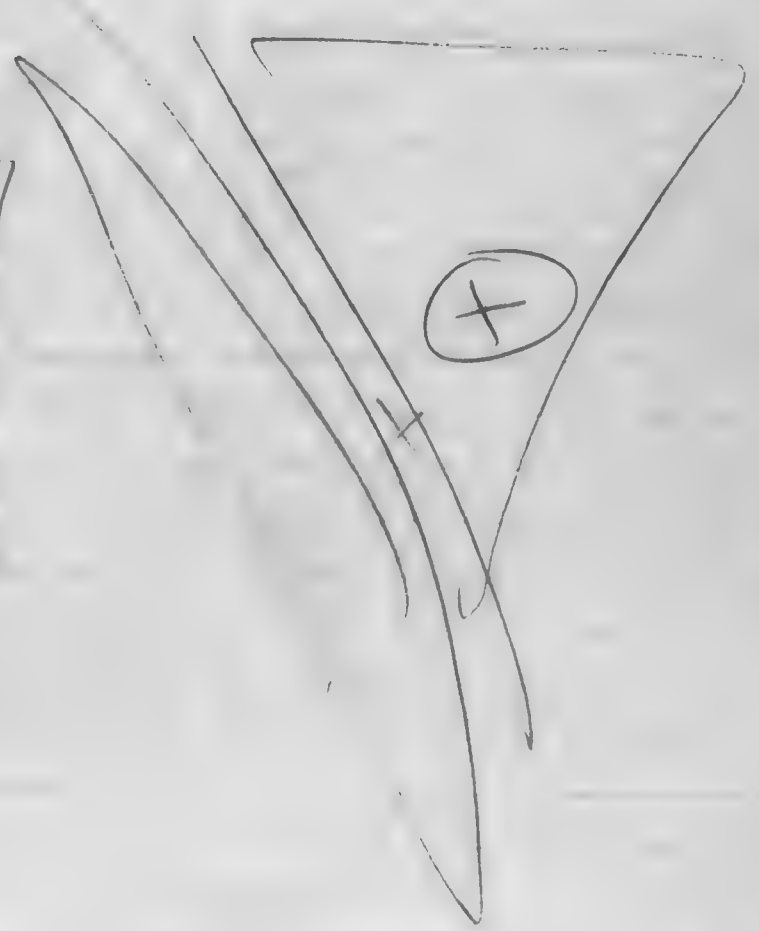
alignments

Exist proposed study areas

RW — Const — 1yr ± away help in public sentiment re: property

delay 1 year

Request for improve existing study - hearings etc
Hold opposition



FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1971

To: Mr. H. S. Cox
County & City Engineer

Attention: Mr. D. N. Harwell

SUBJECT: Pleasant Valley-Green Timber
Road Section
Oregon Coast Highway
Tillamook County

Mr. Ditmore called today and advised that he owned property in the vicinity of the intersection of Sand Lake Road and the Oregon Coast Highway near Hemlock. His question was in regard to subject section and its influence on his property. I indicated a hearing was tentatively scheduled. He indicated interest in attending. Since his residence is in Portland and would not be advised through the news media regarding time and date, I advised him I would request that he be personally advised when a time and place was established.

His address is as follows:

H. B. Ditmore
4321 S. W. Washouga Street
Portland, Oregon 97201

Please take appropriate action.

FRANK L. HALL
Design Engineer

By George C. Wills
GEORGE C. WILLS
Chief Locating Engineer

GCW:jg

RECEIVED
COUNTY & CITY SECTION
FEB 10 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

5

RECEIVED
FEB 8 - 1971

OREGON STATE
HIGHWAY DIVISION

7970

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 5, 1971

Hon. R. F. Brennan, Chairman
Tillamook County Board of Commissioners
P.O. Box 266
Tillamook, Oregon 97141

Dear Mr. Brennan:

Reference is made to your telephone call this date regarding lack of communication on the proposed Pleasant Valley-Green Timber Road Section and other portions of proposed reconstruction along the Oregon Coast in Tillamook County.

We realize that all these matters are a great concern to the Commission as elected officials, as well as to those interested citizens in the County, and it is our hope that these matters can be brought to conclusion in the not too distant future to the satisfaction of the concerned parties.

Pursuant to your request, representatives of Region 2 and this office will be in your office at 10 a.m. on Friday, February 26, for preliminary informal discussion of the proposed project on the Pleasant Valley-Green Timber Road Section of the Oregon Coast Highway prior to any announced formal public hearings.

We appreciate your continued interest and concern regarding highway matters in your County.

Very truly yours,

R. L. Porter
State Highway Engineer

By D. N. Harwell

D. N. Harwell
Coordinating Engineer
County-City Section

RECEIVED
FEB 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

NOTED
R. L PORTER

DNH:mm
cc: R. L. Porter
Tom Edwards
R. D. Asburry
F. B. Klaboe
Victor Wolfe

RECEIVED
JUL 22 1970
FOR FILING

7940

July 21, 1970

Oregon State Highway Commission

Gentlemen:

The section from Pleasant Valley to Green Timber Road on the Oregon Coast Highway in Tillamook County has a high deficiency rating in both horizontal and vertical curvature and is in need of reconstruction. It is presently proposed to build a two-lane facility and make design provisions during the survey to delineate sufficient right-of-way for four laning. Hearings will be required to qualify this project for federal-aid funding. The estimated cost of construction is $500,000 and the estimated cost for right-of-way is $100,000, for a total estimated cost of $600,000. The length of this section is 2.7 miles. A map is attached for your information.

I recommend the construction of this section, using federal-aid funds when they become available and request your approval to add the project to Program XII.

This matter will be on the agenda for the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachment

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
D. J. Barbee
V. E. Skoog R. D. Asburry

BLG:aw sr

RECEIVED

FOR FILING

7940

3-4-70

PREFIX NO. 29-1439

LOCATION PROSPECTUS
PLEASANT VALLEY-GREEN TIMBER ROAD SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY

Please destroy the Pleasant Valley-North Beaver Creek Section of the Oregon Coast Highway Location Prospectus and Attachment and replace with this prospectus and attachment.

HIGHWAY: Oregon Coast. State Primary No. 9; Federal-aid Primary No. 11.

TERMINI: The northerly terminus is at M.P. 73.00 which point is 0.11 mile northerly of Pleasant Valley. The southerly terminus is at M.P. 75.7 which point is 0.04 mile southerly of the junction of Green Timber Road and the Oregon Coast Highway.

LENGTH: 2.7 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for grading, paving and structure on existing and new alignment. Explorations will be made of alternate routes. A reconnaissance has been made. Soils investigations will be conducted. Past highwater data and drainage studies will be made to determine the design of the project.

CHARACTERISTICS: Present ADT is 3,000; projected ADT is 5,700.

STANDARDS: Class A(4). Deviations from State and AASHO standards are anticipated based on two-lane construction at this time with four-laning anticipated in the future.

TYPICAL SECTION: Two 12-foot travel lanes with 10-foot shoulders. During the design of this project, provisions will be made for the delineation of right of way for a future four-lane facility.

BRIDGES: None anticipated.

ACCESS: Limited to location.

NOTED
TOM EDWARDS

BASE DESIGN: To be determined by Soils Division during the survey.

MATERIAL: Commercial or State.

ADD'L FACILITIES: There are no railroads or airports affected by this project.

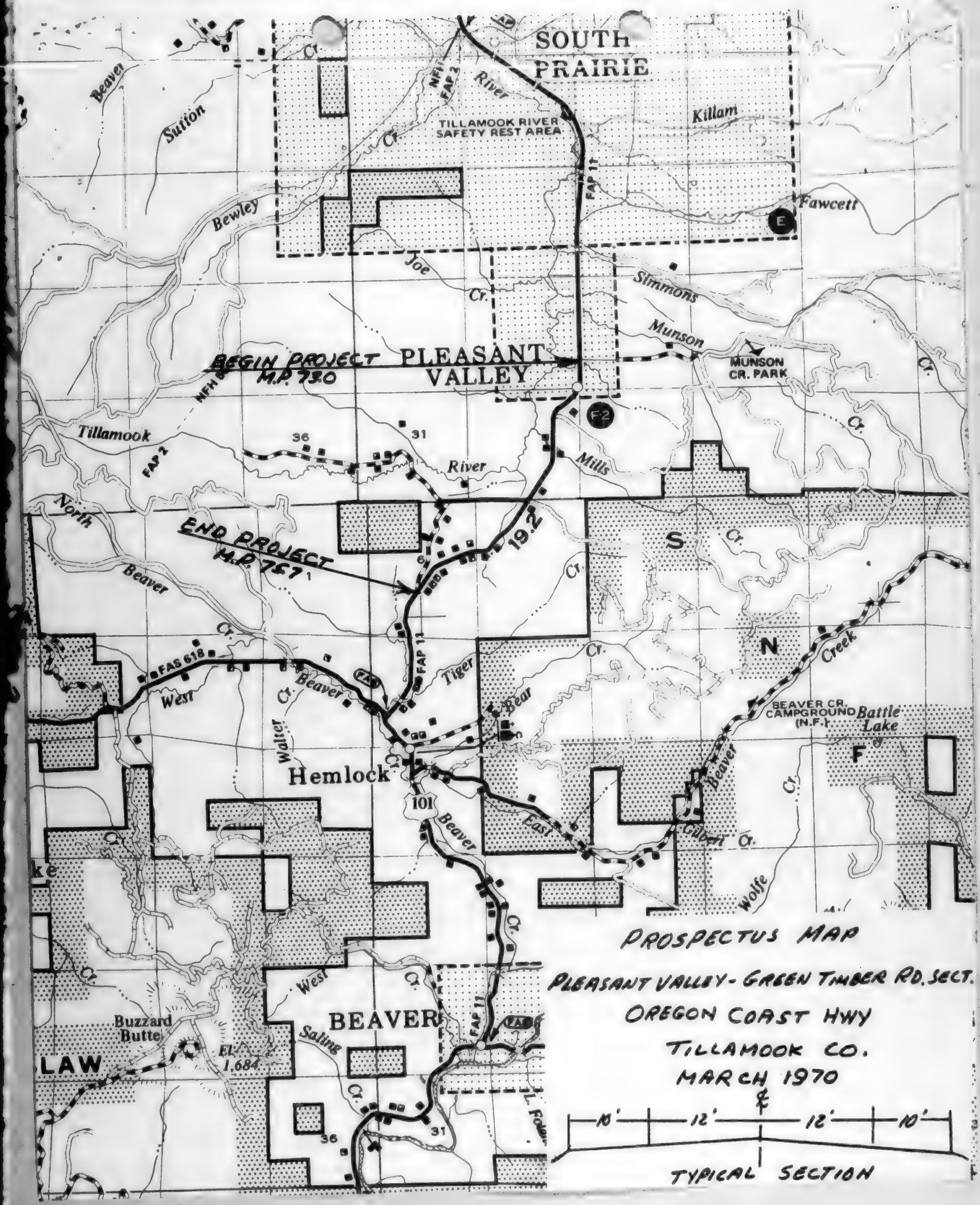
AGREEMENTS: Agreements with Tillamook County will be required. An opportunity for a public hearing will be offered. Routine utility adjustments.

PARKS: None.

Attachment
March 4, 1970

R.D. Asburry (4)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D. J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V. J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

RECEIVED
MAR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER


SOUTH PRAIRIE
PLEASANT VALLEY
BEAVER
Hemlock
LAW
TILLAMOOK RIVER SAFETY REST AREA
BEGIN PROJECT M.P. 73.0
END PROJECT M.P. 75.7
MUNSON CR. PARK
BEAVER CR. CAMPGROUND (N.F.)
Battle Lake
Buzzard Butte
El. 1,684
Beaver Cr.
Tillamook River
Bewley Cr.
Joe Cr.
Simmons Cr.
Munson Cr.
Mills Cr.
Tiger Cr.
Bear Cr.
Walter Cr.
West Cr.
Saling Cr.
Gilbert Cr.
Wolfe Creek
East Beaver Cr.
West Beaver Cr.
North Beaver Cr.
Killam
Fawcett
Tillamook
Sutton
FAP 2
FAP 11
FAS 618
NFH 3
101
19.2
PROSPECTUS MAP
PLEASANT VALLEY - GREEN TIMBER RD. SECT.
OREGON COAST HWY
TILLAMOOK CO.
MARCH 1970
10' 12' 12' 10'
TYPICAL SECTION

7941 Fern Rock Cr.-S. Fork Gales 1973
Cr. Sec. on Wilson R. Hwy.
(Slide correction)

#7941 STATE COPY B

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

7-25-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Tillamook Washington	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
7-25-75	P. V. Riedl, Area Engr		ER-258(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5-30-74	8-29-74	88 %	50 & 200
APPROVED EXTENSIONS	**LOCATION**		
4 days on Unit "A"	Wilson River Hwy MP 7.7 and from MP 29.05 to MP 35.30		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 30 1975
Washington State

DEADMAN CREEK SLIDE SECTION
FERN ROCK-SOUTH FORK GALES CREEK SECTION
WILSON RIVER HIGHWAY
Storm Damage Repair

This project resulted from abnormally heavy rainfall and melting snow with accompanying stream flooding and saturation of the soil which caused (1) blockage of large drainage structures with heavy debris loads, which debris in some locations flowed across the highway depositing logs, trees, mud and rocks several feet in depth on the roadway; (2) numerous small cut slides and blockage of small drainage channel culverts resulting in debris and excess water encroaching upon the roadway in many areas; (3) embankment slides, sunken roadway areas, and embankment washouts.

Temporary repairs consisted of restoring the highway to two-way traffic which required removal of debris and slide material from the roadway, placing material in washouts and embankment slides, removing debris from culverts, installing fabricated steel H-pile cribs at inlets of large culverts and providing temporary traffic control during the period the roadway was blocked to through traffic to route vehicles via other highways.

Two projects were set up to repair the remaining damage on a permanent basis.

RECEIVED
JUL 31 1975
OREGON DIVISION

1-31-76
NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
P. V. Riedl			
TITLE	DATE	TITLE	DATE
Area Engineer			

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

DEADMAN CREEK SLIDE SECTION
WILSON RIVER HIGHWAY

This project provides for the repair of a landslide area located approximately 7.7 miles east of Tillamook on the Wilson River Highway. The work consists of grading (excavating embankment slide material to a firm foundation, constructing rock foundation, and rebuilding the remainder of the embankment with common material), draining and high-type pavement for two 12' lanes with 8' shoulders. A 600' detour is also required during construction.

This contract was set up for 50 calendar days and the contractor used 44 days to complete the project.

The final contract amount, $132,816.59, is a 7% underrun. Information of the overruns and underruns are on file in the Division Office.

FERN ROCK CREEK-S FORK GALES CREEK SECTION
WILSON RIVER HIGHWAY
Grading and Paving

This project called for slide correction and pavement restoration in various locations commencing at MP 29.05 to MP 35.30. The pavement restoration consisted of placing a 4" overlay of asphaltic concrete throughout the six units. A channel change and loose riprap was required in Unit 1 along with the installation of a 48" culvert.

This project was set up for two time schedules; A for 40 calendar days and B, 200 calendar days. Schedule A was extended 4 days; however, the entire project was completed within 60 days.

The final contract amount was $196,334.96 which is a 7.1% underrun. Information of the overruns and underruns are on file in the Division Office.

7941

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

June 6, 1975

Mr. Richard L. Lang
Jones, Lang, Klein, Wolf & Smith
Attorneys at Law
500 Morgan Park Building
Portland, OR 97205

Re: Fern Rock Creek-S. Fork Gales Creek Section
Wilson River Highway
Project No. ER-258(1)
Contract No. 7941

Dear Mr. Lang:

Your May 28 letter requests access to project records in connection with defense of an accident lawsuit against the State's contractor.

Our permanent records of the project, including the diaries, are stored in the State Highway Building here in Salem and can be made available to you here. I suggest you get clearance from our Attorney, Jack Sollis, (Room 211) and then contact our Final Checking Engineer, Roger Gebauer, in Room 408, who will show you the data available.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fr
bc: Jack Sollis
H. S. Coulter
Ed Hardt
J. W. Cochell
Roger Gebauer

RECEIVED
JUN 3 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

#7941.

LAW OFFICES
JONES, LANG, KLEIN, WOLF & SMITH
500 MORGAN PARK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
(503) 226-6301

ROBERT P. JONES
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
T. LEONARD O'BYRNE
J. TERRENCE BITTNER
GARY V. ABBOTT
ROBERT M. KEATING
JOHN R. BARKER
JOHN F. FOLLIARD, JR.
JOHN S. CAVANAGH
R. KENNEY ROBERTS

May 28, 1975

RECEIVED
STATE HWY ENGR
MAY 29 '75
REFER TO
Legal
FOR
Info | Inves | R/D | D/R | Sign | Act | File
D/R ✓

RECEIVED
MAY 29 1975
LEGAL

cy Courtier
Keasey
Files
acj

State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Fred B. Claboe

Re: Fern Rock Creek South Fork Gales Creek Section,
Wilson River Highway
Project No. ER258(1)
Our Client - Kelly F. White Construction
Our File No. 8697

Gentlemen:

My firm represents Kelly F. White in a lawsuit filed against them by Gerald Condon, wherein Mr. Condon alleges that an accident occurred on October 20, 1973 near mile post 33.

I would like the opportunity to review all of the State Highway Department's records relating to this project in order to prepare the defense in the case. We understand that Mr. Cochell was the Resident Engineer in charge of the project and that a Mr. Foster was the inspector.

Please let me know when those records can be inspected and I will come to Salem.

Very truly yours,

Richard L. Lang

RLL/bat

a&y

7141 .0-2-8 **STATE COPY** 12

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-10-14		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
10	(PPM 21-7) 2-19-75	Tillamook & Washington
MODIFICATION NUMBER		PROJECT NUMBER
1		ER-258(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 541,283	$ 556,885
Federal Funds	$ 541,283	$ 556,885
Other revisions		

This modification is made for the following reasons:

to include increase in cost by approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of February, 19 75.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Division Engineer)

for: G. L. Green

By _____

_____
(Title)

By _____

_____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. ER-258(1)

MILLS BRIDGE-WASHBURN SECTION

WILSON RIVER HIGHWAY IN TILLAMOOK AND WASHINGTON COUNTIES

Salem, Oregon, February 11, 1975

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Same as previous estimate of September 7, 1973			$ 15,000.00

Type Code ROW
Right of Way

Same as previous estimate of September 7, 1973			$ 2,500.00

Type Code 6201
Temporary Repairs (MP 6.0 to MP 41.37)

Same as previous estimate of September 7, 1973			$ 83,950.00

Type Code 6201
Permanent Restoration by State Forces (MP 17.0, 28.1 & 41.37) (SFO's 1, 2 & 3)

Same as previous estimate of September 7, 1973			$ 44,633.00

Type Code 6201
Deadmans Creek Slide Section
Permanent Restoration (Sta. 391+00 to 397+46) (MP 7.7)

Subtotal on previous estimate of September 7, 1973			$145,786.00

Additional Approved Item

PA 3 Remove Unusable Material in Storage Area	5,253 cu.yd.	2.70	14,183.10
	Subtotal		$159,969.10
	Engineering		15,996.90
	Total		$175,966.00

Type Code 6201
Fern Rock Cr.-S. Fork Gales Cr. Section
Permanent Restoration (Intermittent Sections MP 29.05 to 35.3)

Total same as previous estimate of September 7, 1973			$234,836.00

Length of Project - - - - - - - - - - - 1.41 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 15,000.00	$ 15,000.00
Right of Way	2,500.00	2,500.00
Temporary Repairs	83,950.00	83,950.00
Permanent Repairs (S.F.)	44,633.00	44,633.00
Deadmans Cr. Slide (Contract)	175,966.00	175,966.00
Fern Rk. Cr.-S. Fk. Gales Cr. (Contract)	234,836.00	234,836.00
Totals	$556,885.00	$556,885.00

Contract No. 7936 Prefix 29-1093 Group 1 - 100%

Contract No. 7941 Prefix 29-1092 Group 1 - 100%

Preliminary Engineering Prefixes: 38-1430, 38-1435 and 38-1437

SFO No. 1 29-4704-144S

SFO No. 2 29-4705-144T

SFO No. 3 34-4706-145C

R/W Prefix: 29-2504

For temporary prefixes see listing in F.A. Section folder.

7941

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-10-17	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NO. 7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-24-73	COUNTY Tillamook & Washington
		PROJECT NO. ER-258(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 6 5.2 Mi. E. of Tillamook, E. 35.37 Mi. (MP 6.0 to MP 41.37)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-11-72	
RIGHTS-OF-WAY	5-18-73	
CONSTRUCTION	Various	1.41
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 541,283	$ 541,283

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. D. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith for G. L. Green
(Division Engineer)

Date executed by Division Engineer September 24, 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-258(1)

MILLS BRIDGE-WASHBURN SECTION

WILSON RIVER HIGHWAY IN TILLAMOOK AND WASHINGTON COUNTIES

Salem, Oregon, September 7, 1973

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 15,000.00
Type Code R.O.W.			
Right-of-Way	All Required		$ 2,500.00
Type Code 6201			
Temporary Repairs (MP 6.0 to MP 41.37)			
Labor	All Required		$ 40,500.00
Equipment	All Required		13,250.00
Material	All Required		12,950.00
Rental Equipment	All Required		17,250.00
	Total		$ 83,950.00
Type Code 6201			
Permanent Restoration by State Forces (MP 17.0; MP 28.1; MP 41.37)(SFOs 1, 2, 3)			
Labor	All Required		$ 25,820.00
Equipment	All Required		11,429.00
Material	All Required		7,384.00
	Total		$ 44,633.00
Type Code 6201			
Deadmans Creek Slide Section			
Permanent Restoration (Sta. 391+00 to 397+46)(MP 7.7)			
Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		3,800.00
Removal of Structures and Obstructions	All Required		800.00
Embankment Foundation Excavation	12,900 cu.yd.	2.28	29,412.00
General Excavation	4,600 cu.yd.	2.00	9,200.00

Embankment in Place	6,100 cu.yd.	1.35	8,235.00
Rock Embankment in Place	4,050 cu.yd.	7.90	31,995.00
Filter Blanket Material	500 cu.yd.	4.90	2,450.00
Trench Excavation	70 cu.yd.	10.00	700.00
Watering	70 M-gal.	1.50	105.00
1"-0 Aggregate Base	1,440 cu.yd.	5.90	8,496.00
Class B Asphalt Concrete	650 ton	25.00	16,250.00
36-inch Culvert Pipe	80 lin.ft.	22.00	1,760.00
8-inch Drain Pipe	66 lin.ft.	8.50	561.00
Guard Rail, Type 2	600 lin.ft.	7.25	4,350.00
Guard Rail, Type 2A	110 lin.ft.	10.20	1,122.00
Guard Rail Anchors	2 only	325.00	650.00
Loose Riprap, Class 700	1,100 cu.yd.	15.80	17,380.00
			$142,266.00
Flagging (60% of Contractor's Cost)	All Required		$ 3,000.00
Permanent Signing			100.00
Roadside Seeding and Mulching to be accomplished by Contract Extra Work Order (Est. 0.4 acre @ $800)	All Required		320.00
Temporary Erosion Control	All Required		100.00
			$ 3,520.00
	Subtotal		$145,786.00
	Engineering		14,578.00
	Total		$160,364.00

Type Code 6201

Fern Rock Cr.-S. Fork Gales Cr. Section

Permanent Restoration (Intermittent Sections MP 29.05 to MP 35.3)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Clearing and Grubbing	All Required		8,900.00
Removal of Structures and Obstructions	All Required		1,000.00
*Ditch Excavation	360 cu.yd.	10.00	3,600.00
General Excavation	4,000 cu.yd.	1.50	6,000.00
*Toe Trench Excavation	520 cu.yd.	1.60	832.00
*Embankment in Place	1,450 cu.yd.	2.50	3,625.00
*Rock Embankment in Place	3,400 cu.yd.	2.50	8,500.00
*Trench Excavation	900 cu.yd.	2.00	1,800.00
3/4"-0 Aggregate Base	460 cu.yd.	6.50	2,990.00
*Class B Asphalt Concrete Mixture	6,450 ton	12.50	80,625.00
Asphalt Cement in Mixture	420 ton	33.00	13,860.00

*Asphalt in Tack Coat	4 ton	200.00	800.00
30-inch Culvert Pipe	200 lin.ft.	15.00	3,000.00
48-inch Culvert Pipe	360 lin.ft.	30.00	10,800.00
Paved Culvert End Slope with Trash Rack	1 only	500.00	500.00
Concrete Manhole	1 only	750.00	750.00
*12-inch Drain Pipe	190 lin.ft.	7.00	1,330.00
Extra for Pipe Under Pavement	120 lin.ft.	15.00	1,800.00
*Guard Rail, Type 2A	500 lin.ft.	9.00	4,500.00
*Guard Rail Anchors	2 only	300.00	600.00
*Loose Riprap, Class 700	4,200 cu.yd.	9.00	37,800.00
*Filter Blanket	25 cu.yd.	25.00	625.00
			$211,237.00
Flagging (60% of Contractor's Cost)	All Required		$ 1,200.00
Permanent Pavement Striping	All Required		200.00
Temporary Erosion Control	All Required		500.00
Roadside Seeding & Mulching to be accomplished by Contract Extra Work Order (Est. 0.20 acre @ $800)	All Required		160.00
			$ 2,060.00
	Subtotal		$213,297.00
	Engineering		21,539.00
	Total		$234,836.00

*Change in estimated unit prices

Length of Project - - - 1.41 miles

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 15,000.00	$ 15,000.00
Right of Way	2,500.00	2,500.00
Temporary Repairs	83,950.00	83,950.00
Permanent Restoration (SFOs 1,2,3)	44,633.00	44,633.00
Deadmans Cr. Slide	160,364.00	160,364.00
Fern Rock Cr,-S. Fork Gales Cr.	234,836.00	234,836.00
	$541,283.00	$541,283.00

Contract No. 7936 Group 1 - 100%
Contract No. 7941 Group 1 - 100%

Prefix PE 38-1430
Prefix PE 38-1435
Prefix PE 38-1437
Prefix SFO #1 29-4704-144S
Prefix SFO #2 29-4705-144T
Prefix SFO #3 34-4706-145C

For temporary prefixes see listing in F.A. Section folder.

1941

April 8, 1974

Great American Insurance Co.
3030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for $120 will be made to White-Pales on Contract No. 7941 for work on the Fern Rock Creek-South Fork Cales Creek Section of the Wilson River Highway in Tillamook and Washington Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $222,450.28 including the post-final payment. Of the total $2,899.24 is for force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

fhs

cc White-Pales
2705 Lancaster Drive
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skaug Attn: Dick Hecek
C. O. Fredricksen

7941

March 28, 1974

White & Palos
2705 Lancaster Drive, N. E.
Salem, Oregon 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7941 for work on the Fern Rock Creek-S. Fork Gales Creek Section of the Wilson River Highway in Tillamook and Washington Counties.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 4 days is granted on Unit "A", eliminating all liquidated damages on this project.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Ed. Hardt

JAB:fr cm

Form RHWA 121 (Rev. 5-73)

UNITED STATES GOVERNME.

Memorandum

DEPA[illegible] OF TRANSPORTATION
FEDE[illegible] HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1974

In reply refer to: 10-41-AA

SUBJECT: Oregon Project ER-258(1)
Fern Rock Creek-S. Fork Gales Creek Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the requested 4-day extension of time based on the added work under Price Agreement No. 2.

G. L. Green

RECEIVED
STATE HWY ENGR
MAR 26 '74
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 27 1974
Office of
Assistant State Highway Engineer

3-27-74
cy Keasey
Hardt
Gallagher

NOTED
H.S. COULTER

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7941 Contractor White-Palos

Highway Wilson River

Section Fern Rock Creek - S. Fork Gales Creek

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend an extension of 4 days on Unit "A" eliminating all liquidated damages, at the rate of $30 per day to a total of $120, because of work added by Price Agreement No. 2.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Acting Ass't State Highway Engineer

Contract No.	7941	
Project designation	ER-258(1)	State-Federal
Date awarded	9-19-73	
Work started	10-1-73	
Per cent completed	Unit "A"	11-14-73
	"B"	12-27-73
No. of Workdays Allowed	"A"	Days 40
	"B"	200
No. of Workdays Used	"A"	44
	"B"	60
No. of Added Workdays Requested	"A"	4

EP*0206-734

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec. 6, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 40 days to 44 days, within which to complete our Contract No. 7941, without the assessment of liquidated damages. The said contract is described as follows: "Slide Corrections Fern Road Cr-S. Fork Gales Cr-Tillamook & Wash. Countys.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Additional grading and drainage work was performed at MP 33.43 (See price agreement #2) concurrent with other items in contract. Sub-Heading "A" of the contract time requirements allowed for 40 Calendar work days. The approximate dollar value of this extra drainage & grading work is $20,000.00

Respectfully submitted,

WHITE CONSTRUCTION CO. &
PALOS CONTRACTING CORP., Joint Venture
Contractor

By _____

CONSENT OF SURETY

Date December 6, 19 73

We, GREAT AMERICAN INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact
James F. Darby

(SEAL)

Corroon & Black-Forsgren
Resident Agent

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 22, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM For H. S. Coulter
Assistant State Highway Engineer

SUBJECT Fern Rock Creek-S. Fork Gales Creek Section
Contract No. 7941, ER-258(1)

This Emergency Relief project consisted of six areas of slide correction work in a 6.3-mile section. Two contract times were specified: Unit "A" involved all grading and drainage work (Area 4) and culvert installations (Areas 1 and 2) and specified a completion time of 40 calendar workdays. Unit "B" consisted of all remaining work under the contract and specified a completion time of 200 calendar workdays.

Price Agreement No. 2, in the amount of $16,210, added another work area and random fill and drainage work (nonparticipating). This was similar to the specified Unit "A" work and represents a money increase of over 16 percent in the early phase. On a time/money basis alone, this would justify an extension of six days.

The contractor pursued the project diligently and completed Unit "A" in 44 days and Unit "B" in 60 days. We ask your concurrence in an extension of four days on Unit "A", eliminating all liquidated damages that have accrued at $30 per day, a total of $120.

JAB:fr

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
V. L. Gallagher

FORM P.I. 734-3039

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 21, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Fern Rock Creek-S. Fork
Gales Creek Section
Contract No. 7941

White-Palos, contractors on this project have requested a 4-day extension of the early "A" phase contract time.

This E-R project consisted of 6 areas of slide correction work in a 6.3 mile section. Two "contract times" were specified. Unit "A" involved all grading and drainage work on area 4 and culvert installations on areas 1 and 2, and specified a completion time of 40 calendar workdays. Unit "B" consisted of all remaining work under the contract and specified a completion time of 200 calendar workdays.

Price Agreement No. 2 in amount of $16,210 added another work area and a random fill and drainage work. This was similar to the specified Unit "A" work and represents a money increase of over 16 per cent in the early phase. On just a time/money basis, this would justify an extension of 6 days.

The contractor pursued the project diligently and completed Unit "A" in 44 days and Unit "B" in 60 days. I therefore recommend an extension of 4 days on Unit "A" eliminating all liquidated damages that have accrued at the rate of $30 per day to a total of $120.

This is an Emergency Repair Project, and FHWA approval is required. Rough draft letters are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
MAR 22 1974
Office of
Assistant State Highway Engineer

7941

March 21, 1974

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On March 20, 1974, we wrote to you concerning release of final payment on Contract No. 7941 awarded to White-Pales for work on the Fern Rock Creek-South Fork Gales Creek Section of the Wilson River Highway in Tillamook and Washington Counties.

Final payment on this contract is $10,000 and the total contract amount is $222,330.28, including $2,899.24 for work performed under force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

jm
cc: White-Pales
1703 Lancaster Drive
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
C. O. Fredrickson

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 14, 1974, I accepted the following:

Contract No. 7941, Work Completed Dec. 27, 1973

Project Fern Rock Cr.-S. Fork Gales Cr.

Highway Wilson River County Tillamook & Wash.

Type of Work Slide Correction

Contractor White & Palos

Adminstrator & State Highway Engineer

7941

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fern Rock Cr. - S. Fork Gales Cr.		WEEK ENDING: 3/2/74
		SECTION PREFIX: 29-1092
HIGHWAY: Wilson River		COUNTY: Tillamook & Washington
NAME OF JOB: Fern Rock Cr. - S. Fork Gales Cr.	KIND OF WORK: Slide Correction	
CONTRACTOR: White-Palos	CONTRACT NUMBER: 7941	FEDERAL AID PROJECT NUMBER: ER-258(1)
DATE OF CONTRACT: 9/19/73	DATE WORK STARTED: 10/1/73	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS (A)40 (B)200	WORK DAYS USED / CALENDAR DAYS USED (A)44 (B)60
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED (A) 110 (B) 30
PROJECT AUTHORIZATION: $ 242,092.10		
EXCLUSIVE OF ENGINEERING: $ 222,895.37	ENGINEERING AUTHORIZATION $ 19,196.73	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 222,382.03	ENGINEERING COST TO DATE $ 26,549.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 138 %	DATE PROJECT WAS COMPLETED: 12/27/73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Rip-Rap	Rock Emb.
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.3	6.3			6.3
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.3	6.3			6.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,000	460		4,200	6,450
TOTAL QUANTITIES CORRECTED TO DATE	2,389	838		4,728	5,331
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,389	838		4,728	5,331
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Cloudy			
MONDAY 25	Cloudy			
TUESDAY 26	Rain			
WEDNESDAY 27	Cloudy			
THURSDAY 28	Cloudy			
FRIDAY 1	Showers			
SATURDAY 2				

Routing
Keesey
Bond
Jackmond
Hardt
Johnsen
Walker
Scofield
Glenn
Beco

RECEIVED
MAR 4 1974
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed, Third notification has been submitted

Semi-Final Estimate Data submitted to Region 1 Office March 1, 1974

*** FINAL REPORT***

cc: Construction
FHWA
Region
File

SIGNED James W Bell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7941

STATE COPY

cc: OSHD (H S Coulter)
[redacted]
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

cat

Area Engr Bryant

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Tillamook & Washington	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
1-22-74	P. E. O'Neil, Asst Area Engineer		BV-250(1)
IN COMPANY WITH			
None below			
QUALITY OF WORK*	**PROGRESS OF WORK**	**TIME ELAPSED %**	**WORK COMPLETED %**
Satisfactory	Satisfactory	90	100

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

cc: W. N. Bryant, Area Engineer, FHWA
George Hopkins, Maintenance Engineer, OSHD
Harry Woodward, District Maintenance Engineer, OSHD

COPY SENT
FEB 07 1974
REGIONAL OFFICE

FERN ROCK CREEK-S. FORK GALES CREEK SECTION
WILSON RIVER HIGHWAY
Grading and Paving

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on December 27, 1973 at which time 60 days of a specified 200 calendar days had elapsed.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
FEB 8 '74
REFER TO
FOR
Info | V's | ID | D/R | Sign | Act | File

2-8-74 by Comet

NOTED
H.S. COULTER

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

7941

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 14, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-250(1)

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7941, Work Completed December 27, 1973

Project Fern Rock Cr.-S. Fork Gales Cr.

Highway Wilson River

Counties Tillamook and Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ~~January 24, 1974~~

Conditions not acceptable: None

NOTED
H.S. COULTER

G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
JAN 30 '74
REFER TO
FOR

RECEIVED
JAN 31 1974
Office of
Assistant State Highway Engineer

1-31-74
w/ Const.

cc: F. B. Klaboe
L. H. Young

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7941

STATE COPY

FORM PR-33A (REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

10-30-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☒ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Tillamook and Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
10-30-73	P. E. O'Neil, Asst Area Engineer	ER-258(1)

In Company With

J. Cochell, Resident Engineer, OSHD.

Location

On the Wilson River Highway from MP 29.05 to MP 35.30.

NOV 07 1973

REGIONAL OFFICE

Contractor Name and Address

White-Palos, Salem, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
9-19-73	$211,237.00	A-40 CD B-200 CD	9-29-73	10-1-73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	A-48 B-10 %	40%

Roadbed (Width) 32 (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Asphaltic Concrete	6201	1.41	4	4	32

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

FERN ROCK CREEK-S. FORK GALES CREEK SECTION
WILSON RIVER HIGHWAY
Grading and Paving

11-7-73 Complete at grading

Stage Inspected: AC Paving

1. Description of Project

This project called for slide correction and pavement restoration in various locations commencing at MP 29.05 to MP 35.30. The pavement restoration consisted of placing a 4" overlay of asphaltic concrete throughout the six units. A channel change and loose riprap was required in Unit 1 along with the installation of a 48" culvert.

NOTED H.S. COULTER

2. Scope of Inspection

The purpose of this inspection was to review the contractor's construction procedures concerning the AC paving and to review the

(more)

State's inspection, sampling, testing, and documentation for payment of the progress estimate.

3. Summary of Findings and Recommendations

a. The project was found to be staffed with capable engineering personnel to perform the required sampling and testing, inspection and documentation for progress payments.

b. The paving operation was progressing satisfactorily. The contractor had ample equipment to perform the required placement and rolling of the AC. A poor joint was noted; however, the resident engineer assured me that he would have the contractor return to this location and remove and replace the poor joint.

c. There was adequate signing and flagmen to safely control traffic through the work area.

d. The contractor is receiving commercial mix from Cascade's plant at the foot of Abernathy Street. This plant is a fully automated unit and the batch weights are recorded on an IBM ticket that is supplied to the man on the street. It is recommended to deviate from the standard two-ticket method that the State is using and just use the IBM ticket that the street man receives. This would eliminate a lot of duplication and cost to the State. The IBM ticket is the source document and would be all that is required for progress payment.

Backup notes for this stage inspection are attached to the Division office copy of the report.

7941

FORM E-30 (REV. 10-69)

RECEIVED
OCT 12 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1973

To: MEMO TO THE FILES

SUBJECT: Fern Rock Cr.-S. Fork Gales Creek
Contract No. 7941
Added work

NOTED
H. S. COULTER

FROM:
John A. Bond
Construction Administration Engineer

Yesterday afternoon, Region Engineer Rulien called to explain and request early consideration of a proposal to add some work in an additional area within the limits of this project. This added work is at M.P. 33.43 and would consist of a random fill and installation of a new 36-inch culvert which would replace an existing water crossing. The original concrete box culvert intended to carry this water is partially in an unstable area and separated sometime in the past. At that time, a culvert was threaded inside the broken box but with the passing of more time and lingering movement of the fill, this culvert now also shows distortion.

After review by Resident Engineer Cochell, the District Engineer, and by Rulien, he was convinced that something should be done before another winter. This work would probably not qualify as ER work which the contract covers. This project is about the last of the more recent batch of ER projects and as I recall it took a long time to get Federal approval of the work which we now have under contract.

It was proposed to have our contractor (White-Palos) do the added work under change orders on a non-participating basis. In effect, the funding would come from State construction. It was first thought that a request for increase in project authorization would be necessary and all the above was presented to Mr. Coulter late yesterday. He sanctioned our going ahead. We were to explore the possibility of the State furnishing the necessary 36-inch pipe if it were on hand already within a reasonable distance.

Mr. Rulien now advises that they have refined their estimate of the work and believe it can be done for around $16,000. The project authorization is $242,092 with a contingency allowance of $9,598. The contractor has moved onto the job promptly and is pursuing it with the intention of completion yet this fall. One unit of the work is already completed with about a $1,000 underrun. With the contract work moving efficiently, our engineering costs should also be reasonable. If the contract is completed yet this year, the risk of further complications from carrying these slide areas through another winter is eliminated as far as this contract is concerned. The present outlook then is that the $16,000 of added work can be accomplished within a three percent overrun so we do not plan to prepare a request for additional authorization for the next Commission meeting. As yet, we have not found State-owned 36-inch pipe.

JAB:fw cc H. S. Coulter

79411

October 4, 1973

White-Falco
2705 Lancaster Drive
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7941 for slide correction on the Fern Rock Creek-South Fork Gales Creek Section of the Wilson River Highway in Tillamook & Washington Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

bs
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2200 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
C. O. Fredrickson
James Cochall

7941

bc C. T. Casey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Don Trout
C. O. Fredrickson
James Cochell
William Geibel (SAIF)

September 20, 1973

White-Paine
2705 Lancaster Drive
Salem, Oregon 97303

Gentlemen:

The Oregon Transportation Commission on September 19, 1973, accepted your proposal for slide correction on the Fern Rock Creek-South Fork Gales Creek Section of the Wilson River Highway in Tillamook and Washington Counties in the amount of $211,237 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7941.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

All work required under the contract shall be completed before the elapse of 200 calendar workdays, beginning October 2, 1973.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

bs
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

79441

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

F[illegible]AL AID PROJECT NO.
BR-250(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-15-73

STATE PROJECT NO.
FERN ROCK-SOUTH FORK GALES CREEK SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
TILLAMOOK AND WASHINGTON

ITEM NO.
BR-15

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	PRIMARY ROUTE #35

STATE ROUTE NUMBER
WILSON RIVER HIGHWAY #37

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1200.00; PERMANENT PAVEMENT STRIPING $200.00: TEMPORARY EROSION CONTRO[illegible] IN AMOUNT OF $500.00 AND ROADSIDE SEEDING AND MULCHING $160.00 AS SHOWN IN YOUR ESTI[illegible]MATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[X] OTHER (Specify)

CONTRACTOR'S FLAGGING $1200.00
PERMANENT PAVEMENT STRIPING $200.00
TEMPORARY EROSION CONTROL $500.00
ROADSIDE SEEDING AND MULCHING $160.00

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 14, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

5-22-73
Copy young

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-15-73	Norman W. Cauch	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7941

May 14, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request
Fern Rock Cr.-S. Fork Gales Cr. Section
Oregon Project No. ER-258(1)

P.S. & E. documents have been submitted to your department for the subject project, and accordingly, we are requesting your authorization to advertise for bids to be received on June 7, 1973.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

DAR:dg

7941

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE February 22, 1973

TO L. H. Young, Programing Engineer
BUILDING

NOTED
A. E. JOHNSON

FROM ORIGINAL SIGNED JOHN R. OAKES
John R. Oakes, Assistant R/W Engineer

SUBJECT Right of Way Status
ER Project
Bid Opening March 29, 1973
Fern Rock Creek-S. Fk. Gales Creek Sec.
Wilson River Highway
Washington County

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the project.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha

cc A. E. Johnson ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
STATE HWY ENGR
FEB 23 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
JUN 19 1972
FOR GAME COMMISSION

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson

RECEIVED
JUN 13 1972
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

STATE OF OREGON 1859

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7941

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 12, 1972

cc's sent 6/13/72:

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)
J. B. Boyd (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

Reference is made to our letter of June 7, 1972, in which we approved four current projects and specifically to that portion regarding the Fern Rock Creek-South Fork Gales Creek Section.

That section is approved except for the channel change on the Devils Lake Fork, Wilson River. Our district biologist has indicated he would like to review that portion of the project, on site, with someone from your office or the project engineer. This review could be at your convenience, and our biologist would be available at almost anytime to meet with your personnel.

NOTED
E. S. HUNTER

The biologist is David Heckeroth, telephone Tillamook 842-2741 or 842-4729 (home). We will be able to complete our comments as soon as a review is held, so that we can establish such protective procedures as are necessary for the wildlife and habitat of the area in question.

We trust that this arrangement will be satisfactory.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dave Heckeroth
Bill Saltzman

7942 Modoc Pt. (Units C & D) Sec. 1973
of The Dalles-Calif. Hwy.
(Grad., pav., shoulder wid.)

File: L- 7310

Contract # ~~XX~~ 7942

To be submitted to Commission: September 28, 1976 Approved by Commission: _____

Name of Case: William H. Gregory v. State County: Marion

Cause of Action: Breach of Contract

Demands of Plaintiff: 15,400

Settlement: 8750.00

REMARKS: (See attached memorandum)

RECEIVED
STATE HWY ENGR
SEP 27 '76
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

Leslie B Hampton
Signed

Walter L Barrie
Assistant Attorney General
and Counsel

cc: File
Walter L. Barrie
L. B. Hampton
~~[illegible]~~
~~[illegible]~~
John Bond
Carl Williams
H. S. Coulter

#7942

NOTED
H. S. COULTER

REPORT OF SETTLEMENT OF CASES OTHER THAN CONDEMNATION

File: L- 7310

Contract # ~~XX~~ 7942

To be submitted to Commission: September 28, 1976 Approved by Commission: _____

Name of Case: William H. Gregory v. State County: Marion

Cause of Action: Breach of Contract

Demands of Plaintiff: 15,400

Settlement: 8750.00

REMARKS: (See attached memorandum)

RECEIVED
STATE HWY ENGR
SEP 27 '76
REFER TO
FOR
Info. Invest. R/D D/R Sign Act File

Leslie B Hampton
Signed

cc: File
Walter L. Barrie
L. B. Hampton
~~XXXXXXXXXX~~

Walter L Barrie
Assistant Attorney General

Memorandum

GREGORY v. STATE - L-7310

This is an action for additional interest on the final payment under the above contract and for interest on the lump sum settlement of $387,000 under price agreement 4# which settled all claims under the contract. The agreement was signed December 31, 1974, and approved by the Commission at its meeting on January 22, 1975.

After the Commission meeting we considered requiring an audit of the contractor's records. This was resisted by the contractor. We decided we had a completed contract and did not have a legal basis for requiring the audit. (See memo by Pat Randolph dated April 8, 1975.) The settlement amount was paid April 22, 1975.

O.R.S. 279.575(5) requires interest to be paid at 1 percent per month on the final payment from 30 days after the work is completed and accepted. We accepted the work November 21, 1974. (See letter from R. C. Pool dated June 2, 1976.) We owe about $900 on this item.

O.R.S. 82.010, the general interest statute, provides for interest at 6 percent per annum on "all moneys after they become due". Payment was due under price agreement 4# when it was approved by the Commission. About 10 days would have been a reasonable time within which to pay the sum. We owe $5500 - 6000 on this item. Plaintiff also contends that because of the nature of the settlement it became part of the final payment and we should pay 1 per cent per month. This argument is very weak and we should prevail in our position that interest is due only under O.R.S. 82.010 at 6 per cent.

This case is set for trial for October 21, 1976. After extensive negotiations with plaintiffs' lawyer, he has finally agreed to accept $8750 in settlement. John Bond, Construction Administration Engineer, has been very helpful in consulting and advising me during negotiations.

Mr. H. S. Coulter, Highway Engineer, approved settlement in the above amount. On September 22, 1976, Walter Barrie, Chief Counsel, on my recommendation also approved the settlement. I discussed the matter with the Region IV office and they concur in the settlement.

Leslie B Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:vf

7942)

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

Routing
Chasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
SEP 24 1976
CONSTRUCTION
SECTION

September 22, 1976

Contr. 7942,

NOTED
H. S. COULTER

Richard C. Josephson
Attorney at Law
23rd Floor--900 S. W. 5th Avenue
Portland, Oregon 97204

Re: William H. Gregory v. State Highway Division
No. 94368

Dear Mr. Josephson:

I forward herewith an original and a copy of a Stipulation for final settlement of the above-mentioned case. You will note that I have provided that the settlement amount includes any unknown claims of subcontractors, suppliers, etc. This is probably not necessary in this case, but on the otherhand, it is a precaution that we include in settlement of contract cases.

If the Stipulation meets with your approval, please execute and return the original thereof. As I mentioned by phone, I can assure you of payment within 30 days after return of the Stipulation. In fact, payment will probably be made within 10 days - 2 weeks.

Thank you for your cooperation in this matter.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

baw
Enclosures

cc w/enc: John Bond
Construction Administration Engineer

RECEIVED
STATE HWY ENGR
SEP 24 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7942

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls
April 14, 1976

FILE:
NOTED
H. S. COULTER

FROM: John L. Gunter
District Engineer

TO: MEMO TO THE FILE

SUBJECT: Supplemental Report
Protective Fence
M.P. 259.58
Dalles-Calif. Highway

Attached hereto please find two photos showing the large boulder which went through the Double Chain Link fence, hit the G.M. shoulder barrier and coming to rest in the north bound lane. The photos were taken by writer shortly after boulder went through fence and before blasting of same was performed to allow removal.

I have sufficient material to extend the double guardrail barrier, approximately 70 lineal feet north. This work will be performed in the very near future.

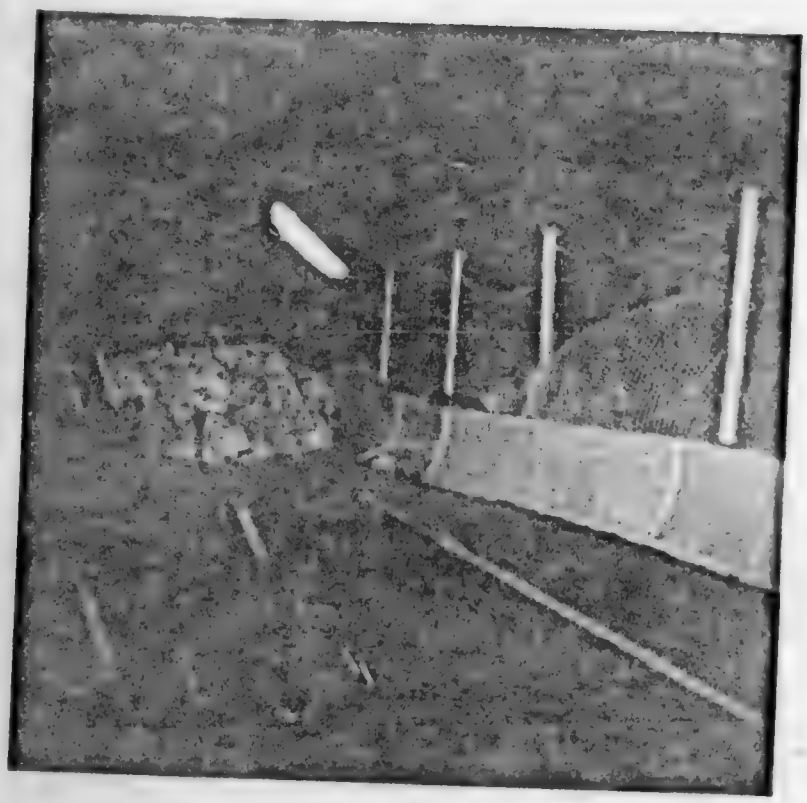
Estimated installed double guardrail - $50.00/lineal ft. Total would be $3500.00.

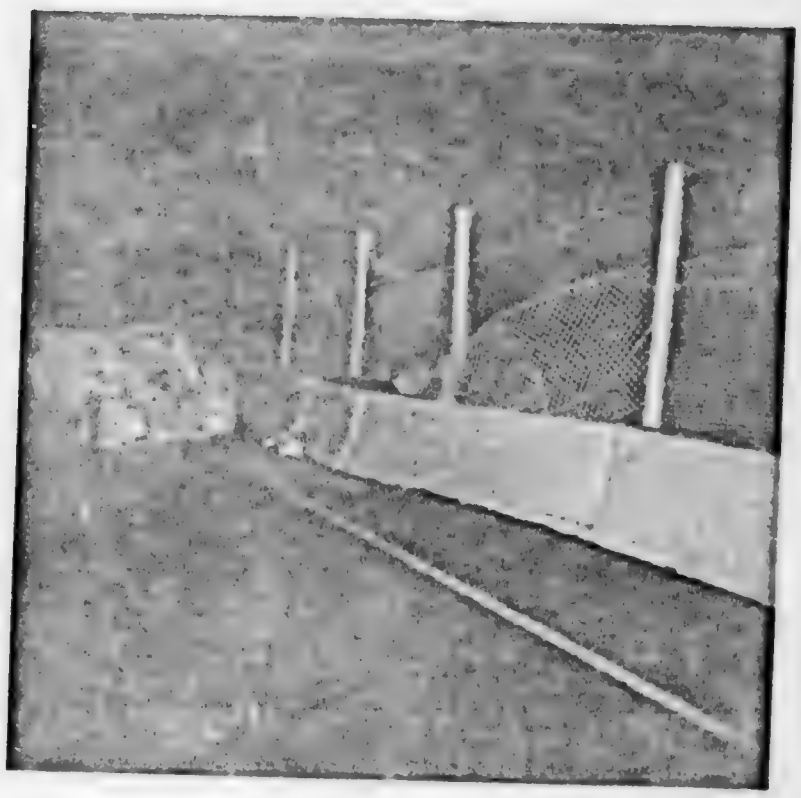
JLG:tlc

cc: C. M. Williams
H. S. Coulter
D. H. Moehring

Regarding information requested by H.S. Coulter. To repair the fence we have spent to date $600.00. To make final repairs which will include replacing two G M shoulder barriers and backfilling we will need $600.00 which makes a total of $1200.00

RECEIVED
APR 15 1976
Office of
Assistant State Highway Engineer





Herald and News

Klamath Falls, Oregon
Established 1906

Viewpoint

JOE F. CARAHER
Editor and Publisher

PAT BUSHEY
Managing Editor

JAMES A. ALLEN
Advertising Director

FORREST ALTER
Circulation Manager

ADDYE WRIGHT
Business Manager

Member United Press International • Oregon Newspaper Publishers Association

Rock Was Much Bigger

This letter is in reference to the front-page photo of the "boulder" that went through the barrier and blocked one lane of Highway 97 north early Sunday morning.

Why wasn't something published before Wednesday, March 31?

And why wasn't the whole truth made known?

Apparently State Highway officials did not wish the public to be informed of the truth.

My husband was traveling south on Highway 97 shortly after the chunk of mountain came down, and he described it as being almost as big as a semi, and much larger than the pickup truck he was driving! The photo was not of the whole "boulder," but apparently a small part of it.

So, fellow travelers, our troubles with the falling rocks are not over, and we shall continue to risk our lives when traveling north on 97.

Mrs. F.H. Meyer
P.O. Box 822

The Herald and News did not find out about the boulder until March 30. It published the facts made available by the state agencies involved.—Editor.

7942

FORM 81-734-3030

1

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

April 5, 1976

FILE: CON 5
7942

NOTED
H. S. COULTER

FROM: Carl M. Williams
Regional Engineer

TO: John Bond
Construction Administration Engineer

SUBJECT: W. H. Gregory Suit
to Collect Interst
Contract No. 7942
Modoc Point, Units C & D

At the time of the signing of Price Agreement No. 4, Mr. Gregory was here alone. He was instructed twice, verbally, that my signature was not final; that perhaps, even the Commission would have to act on this. He acknowledged these warnings both times. I have witnesses to this; he has not.

The Price Agreement form has spaces for other signatures, including the Construction Engineer and Deputy Highway Engineer. It is difficult for me to understand how Mr. Gregory could claim interest based on my signature.

The Price Agreement wording states in two different ways that this was for full and complete adjustment and that no further claims would be made.

I think we have definite proof on this claim and lawsuit. At the very least, we may owe him some interest for a delay, but the interest payment would certainly not start on the date I signed the Price Agreement.

CMW:mr

RECEIVED
APR 6 1976
Office of
Assistant State Highway Engineer

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
APR 6 1976
CONSTRUCTION
SECTION

7742

DIRECTOR'S FILE
Hwy

F

In the CIRCUIT Court of the State of Oregon

for the County of Marion

76 2529

WILLIAM H. GREGORY

Plaintiff

vs.

STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, OREGON STATE HIGHWAY DIVISION,

Defendant

No. 94368

SUMMONS

To STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, OREGON STATE HIGHWAY DIVISION, c/o George M. Baldwin, Director, Department of Transportation, 135 State Highway Building, Salem, Oregon 97310,

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff..... will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 10 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county of the state, insert "20" days.

RICHARD C. JOSEPHSON

Of *Attorney for Plaintiff*

STATE OF OREGON, County of Multnomah)ss.

I, RICHARD C. JOSEPHSON, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, *Oregon,*

dated the 18th *day of* March, *19* 76.

Richard C Josephson

of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant..., by serving George M. Baldwin, Director, Department of Transportation, 135 State Highway Building, Salem, Oregon 97310.

~~and a copy of the within summons only upon the other defendant~~...,

Served on Mr. Baldwin 3-22-76
Hand Delivered to Walt Barnie for appropriate action on

RICHARD C. JOSEPHSON

of Attorneys for Plaintiff

DAVIES, BIGGS, STRAYER STOEL AND BOLEY
ATTORNEYS FOR PLAINTIFF
TWENTY-THIRD FLOOR—900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 224-3380

cy Klaboe

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS.
TK STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MARION COUNTY

WILLIAM H. GREGORY, Plaintiff, v. STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, OREGON STATE HIGHWAY DIVISION, Defendant.	No. 94368 COMPLAINT

Plaintiff alleges:

COUNT ONE

I

At all times material herein, plaintiff was an individual qualified to do business and doing business under the assumed business name W. H. Gregory Company.

II

On or about September 19, 1973, defendant awarded plaintiff a contract for grading and paving on the Modoc Point (Units C and D) Section of The Dalles-California Highway, Klamath County, Oregon.

III

By the terms of the contract, defendant obligated itself to make payments to plaintiff of the contract price, together with interest on progress payments and on the final payment at the rate of 1 percent per month commencing 30

days after the progress payment was requested or the work was completed and accepted.

IV

On November 21, 1975, the contract was completed and notice of acceptance was given to plaintiff by defendant.

V

At the time of completion of the contract and acceptance of the work, there was a dispute between plaintiff and defendant as to amounts owing due to extra work on the contract. On December 31, 1974, plaintiff and defendant negotiated a settlement (Estimate 16) in which they mutually agreed that the amount due was $389,939.46. Plaintiff agreed to the settlement only on condition that defendant would pay the compromised amount immediately.

VI

Interest of $15,444.38 is now due and owing from defendant to plaintiff as follows:

Description	Closing Date	Date Mailed	Days	Amount	Interest
Estimate 13	11-05-74	12-09-74	(34-30)=4	$ 32,957.96	43.94
Estimate 14	11-21-74	1-15-75	(55-30)=25	23,677.79	197.31
Estimate 15	11-21-74	4-11-75	(141-30)=111	24.508.19	906.80
Interest Paid		3-19-75			(261.42)
Estimate 16	12-31-74	4-22-75	112	389,939.46	14,557.75
Interest Due					$15,444.38

COUNT TWO

I

Plaintiff realleges Paragraphs I, II, III, IV and V of Count One.

II

Interest of $886.63 is now due and owing from defendant to plaintiff on Estimates 13, 14 and 15, as more particularly alleged in Paragraph VI of Count One.

III

Defendant was obligated to pay interest at the rate of 6 percent per annum on the compromised amount of $389,939.46 from seven days after this amount was agreed upon until it was paid.

IV

Interest of $6,738.15 on the compromised amount of $389,939.46, representing interest at 6 percent per annum from January 8, 1975 to April 22, 1975, is now due and owing from defendant to plaintiff.

WHEREFORE, plaintiff prays for judgment:

1. On Count One, against defendant in the sum of $15,444.38; or

2. On Count Two, against defendant in the sum of $7,624.78; and

---

---

3. For his costs and disbursements herein.

DAVIES, BIGGS, STRAYER, STOEL
AND BOLEY

By RICHARD C. JOSEPHSON
Richard C. Josephson
Of Attorneys for Plaintiff

STATE OF OREGON)
) ss.
County of Multnomah)

I, WILLIAM H. GREGORY, being first duly sworn, depose and say that I am the plaintiff in this action, that I have read the foregoing complaint, know the contents thereof and they are true as I verily believe.

WILLIAM H. GREGORY
William H. Gregory

Subscribed and sworn to before me this 24thday of February 1976.

RICHARD C. JOSEPHSON
Notary Public for Oregon
My commission expires: 7/21/78

(NOTARIAL SEAL)

VERIFICATION

STATE OF OREGON, County of ..... *ss.*

I, ...*being first duly sworn, say that I am the*

.....*and that the foregoing*

.....*is true as I verily believe.*

.....

.....

.....

Subscribed and sworn to before me this .....*day of* ....., *19*.....

NOTARIAL SEAL

.....

Notary Public for Oregon.
My Commission expires .....

CERTIFICATE — TRUE COPY — WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of Complaint .....*is a correct copy of the original. That the said* Complaint .....*in my opinion is well founded in law.*

Dated March 18, *19* 76

Richard C. Freyer

Of Attorneys for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .....*is hereby accepted in* ..... *County, State of* ....., *on* ....., *19*....., *by receiving a duly certified copy thereof.*

.....

Of Attorneys for .....

CERTIFICATES OF SERVICE

PERSONAL

I certify that on ....., *19*....., *I served the within* .....

.....*on* .....

attorney of record for the.....*by personally delivering to him a correct copy thereof.*

.....

Of Attorneys for .....

AT OFFICE

I certify that on ....., *19*....., *I served the within* .....

.....*on* .....

attorney of record for the ....., *during his absence from his office by leaving a correct copy thereof with his clerk therein, or with a person having charge thereof, at*....., *Oregon.*

.....

Of Attorneys for .....

MAILING

I hereby certify that I served the foregoing .....

on .....,

attorney(s) for .....*on* ....., *19*....., *by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit:* .....

.....*and deposited in the post office at* ....., *Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U. S. Mail.*

Dated ....., *19*.....

.....

Of Attorneys for .....

DAVIES, BIGGS, STRAYER,
STOEL AND BOLEY
TWENTY-THIRD FLOOR – 900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 224-3380

BACKING SHEET

NOTE: See ORS 16.790(2). If the copy of the document named in the above certificate of mailing was mailed to an address other than the attorney's "regular office address," delete, by lining out, the words "regular office address, to-wit:", and state the address to which the document was mailed and the reason therefor.

TC

FORM No. 100½— STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

November 21, 1975

Mr. Richard C. Josephson
Davies, Biggs, Strayer,
Stoel and Boley
Attorneys at Law
900 S. W. Fifth Avenue
Portland, OR 97204

Dear Mr. Josephson:

Modoc Point, Contract 7942

This will acknowledge your November 19 letter indicating that you intend to pursue your claim on this contract.

We will take no further action pending further information from you.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Jack Sollis
Carl Williams

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
LAW OFFICES
TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380
CABLE ADDRESS: HARTPORT

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HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
JAMES P. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
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MILO E. ORMSETH
CHARLES J. McMURCHIE
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ROBERT L. RIDGLEY
RICHARD A. FRANZKE
EDWARD L. EPSTEIN
WILLIAM M. McALLISTER
BARNES H. ELLIS
HOWARD M. FEUERSTEIN
PHILLIP D. CHADSEY
DAVID P. MILLER
TERRENCE R. PANCOAST

BERTRAND J. CLOSE
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HARRY S. CHANDLER
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HENRY H. HEWITT
RONALD S. GROSSMANN
RICHARD E. ROY
JEFFREY MICHAEL ALDEN
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RICHARD M. BOTTERI
LESTER V. SMITH, JR.
PHILIP RUBIN
THOMAS R. NICOLAI
WILLIAM A. MASTERS
DOUGLAS B. GORDON
ROBERT L. NASH
FRANK JOSSELSON
RICHARD C. JOSEPHSON
MATTHEW W. CHAPMAN
KAREN K. CREASON
STEPHEN T. JANIK
JOEL D. KUNTZ
GREGORY R. MOWE
IRVING W. POTTER
ROBERT A. STOUT
THOMAS G. R. GUILBERT

November 19, 1975

RECEIVED
TATE HWY ENGR
NOV 20 '75
REFER TO
Carter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
Acknowledge

Mr. E.S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Salem, OR 97310

Dear Mr. Hunter:

Re: Modoc Point Contract No. 7242

We have received and reviewed your letter of September 15, 1975. We are now in the process of further researching this question in light of the refusal contained in that letter and your reliance on Standard Specification Section 109.12.

We continue to adhere to our position that the negotiated settlement represented earnings due to the contractor for the reason that this amount represented the amount agreed to between the Highway Department and the contractor to liquidate the sum due for extra work. We think it clear that interest accrued from a reasonable time after settlement of the amount and agreement to pay.

We have sent this letter to renew our claim and to protect the contractor until a more complete statement of our legal position can be made.

Sincerely,

Richard C. Josephson
for
DAVIES, BIGGS, STRAYER, STOEL AND BOLEY

RCJ:rgw
cc: Mr. W.H. Gregory

7942

72-EH

September 15, 1975

Mr. Richard A. Franzke
Davies, Biggs, Strayer,
Stoel and Boley
Attorneys at Law
900 S. W. Fifth Avenue
Portland, OR 97204

Dear Mr. Franzke:

Modoc Point
Contract No. 7942

In response to your August 4 letter, we have reviewed the last payments made on this contract, the dates thereof and the items covered. The date on which all contractor obligations were fulfilled, including all certifications, forms and documents as referred to in Section 105.18, was January 27, 1975 according to our records. This is what we call "third notification" as distinguished from the "second notification", when the physical construction work on the project itself is completed. The last two payments on the contract were as follows:

Estimate Number	Date of Voucher	Money Amount
15 Final	3-11-75	$ 24,508.18
	(plus interest of	261.42)
16 Post Final	4-7-75	$389,939.46

The interest shown for Estimate No. 15 was computed on the voucher amount for the period from February 26 (30 days after the third notification date) to March 29, 1975, or 32 days' interest. This was the final estimate and final payment in accordance with Section 109.12 of the specifications. The money amount represented the regular contract earnings based on final quantities and was the final payment following final acceptance of the work.

The post final payment was for settlement of a claim for the lump sum amount of $387,000, plus $2,939.46 for deducted

railroad costs which was also payable under terms of the final claim settlement. When this settlement was negotiated in late December of 1974, it was made known to the contractor that it was subject to further approval by higher authority, that is, the State Highway Engineer and, if necessary, the Transportation Commission.

We believe the estimate which was identified as the "final estimate" is the payment which represents "work completed and accepted" under ORS 279.612 and that the interest due was paid on it in accordance with this statute.

A contract claim is a separate matter. It is not identified as earnings for measured work under regular bid items or change orders, and the amount payable under a negotiated settlement would be whatever the parties agreed to. Price Agreement 4 is such an agreement and specifically states that it settles all claims. Liquidated damages returned by approval of contract time extensions are in this same category when they occur after the final payment. On this contract, the liquidated damages was a factor in the claim settlement also, and is included in the lump sum amount.

It would seem that the recent passage of House Bill 3023 by the Legislature reinforces the above position on matters which occurred prior to the effective date of this new law. This law will now require payment of interest on contract settlements favorable to a contractor, in some instances at the rate of 6 percent annual interest.

Your request for additional payment of interest on the Price Agreement No. 4 claim settlement is again denied.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
Carl Williams (enc.)
Jack Sollis "

JAB:fr ja

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
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PORTLAND, OREGON 97204

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JOEL D. KUNTZ
GREGORY R. MOWE
IRVING W. POTTER
ROBERT A. STOUT
THOMAS G. P. GUILBERT

August 4, 1975

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
Coulter
FOR
Info | Inves | R/D ✓ | D/R | Sign | Act | File

RECEIVED
AUG 7 1975
Office of
Assistant State Highway Engineer

Mr. F. B. Klaboe
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Re: Contract No. 7942, Modoc Point

We represent W. H. Gregory Company, general contractor on the Modoc Point project (Contract No. 7942). The contract was completed in November 1974 and after considerable delay "final payment" was received April 24, 1975. Mr. Gregory has previously corresponded with Carl N. Williams, the Regional Engineer, requesting payment of interest due him under the contract. The claim for interest was denied by Mr. Williams' letter of June 9, 1975, a copy of which is enclosed. We request your review and approval for payment based upon the following facts.

The monthly progress payment due and payable November 21, 1974, shown as Estimate No. 14, was not paid until January 17, 1975. Under the general interest statute (ORS 82.010(a)) this amount should accrue interest at the rate of six percent per annum from November 21, 1974. Because the term "final payment," as defined by Section 109.12, Standard Specifications, includes "all unpaid amounts" due the contractor, the amount due under Estimate No. 14 became part of the final payment on the date final payment was due. Therefore, when the final payment became due, interest on Estimate No. 14 should be calculated on the same basis as on other sums comprising the "final payment."

The contract was completed and notice of completion given by W. H. Gregory on November 21, 1974. On that date the work was inspected by Robert C. Poole, Regional Maintenance Engineer, and Mr. Gregory was notified that the project was

accepted. ORS 279.612 provides that in construction contracts the public body must pay interest at the rate of one percent per month on the final payment, with the interest commencing 30 days after the work is completed and accepted. Thus, interest on the final payment began accruing on December 21, 1974 and continued until April 14, 1975 when the payment was received.

On December 30, 1974, Mr. Gregory and Mr. Williams determined that the contractor was entitled to the sum of $387,000 for increased quantities of work performed. At that time, the agreed sum of $387,000 became part of the unpaid amount earned by the contractor, and thus part of the "final payment." Interest would accrue on that sum at the rate of one percent per month from December 30, 1974 until it was finally paid on April 24, 1975.

Mr. Williams, in denying Mr. Gregory's claim for interest, relied upon Section 109.15 of the Standard Specifications. In our opinion, this provision cannot be used to avoid the clear direction of ORS 279.612. That statute was specifically designed to protect the contractor from delays in payment such as W. H. Gregory Company suffered in this instance.

Enclosed is a summary of the interest we believe is due for the reasons stated above.

Very truly yours,

Richard A. Franzke

RAF:cw
Enclosures

cc: Mr. W. H. Gregory

W. H. GREGORY
MODOC POINT

Interest Table

	Ordinary Interest at 6% per year	Final Payment Interest at 1% per month	Interest Due
Estimate 14 -			
Nov 21-Dec 21	$23,677.79		
Dec 21-Jan 17		$ 23,677.79	$ 116.77
Estimate 15 -			
Dec 21-Apr 14		24,508.19	918.55
Estimate 16 -			
Dec 30-Apr 24		387,000.00	14,631.78
Total			$15,877.28

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert H. Straub
Governor

F. B. Klaboe
Administrator of Highways

June 9, 1975

Mr. W. H. Gregory
W. H. Gregory Company
2105 SE 190th Avenue
Portland, OR 97233

RE: Contract No. 7942, Nodoc Point

Dear Mr. Gregory:

If there is anything I dislike to do, it is to "beg an issue". I will, therefore, attempt to reply to your request for payment of interest on the subject contract in clear and unequivocal language.

The interest you claim on Estimates 13, 14, and 15 was paid on a voucher dated March 19, 1975. As explained to you in my letter of May 21, 1975, this interest accrued from January 27, 1975, not the dates contained in your letter of May 8, 1975.

The interest you claim in Price Agreement No. 4 is denied for two reasons:

(a) The agreement, as worded, was for "full and complete adjustment for settlement of all claims."

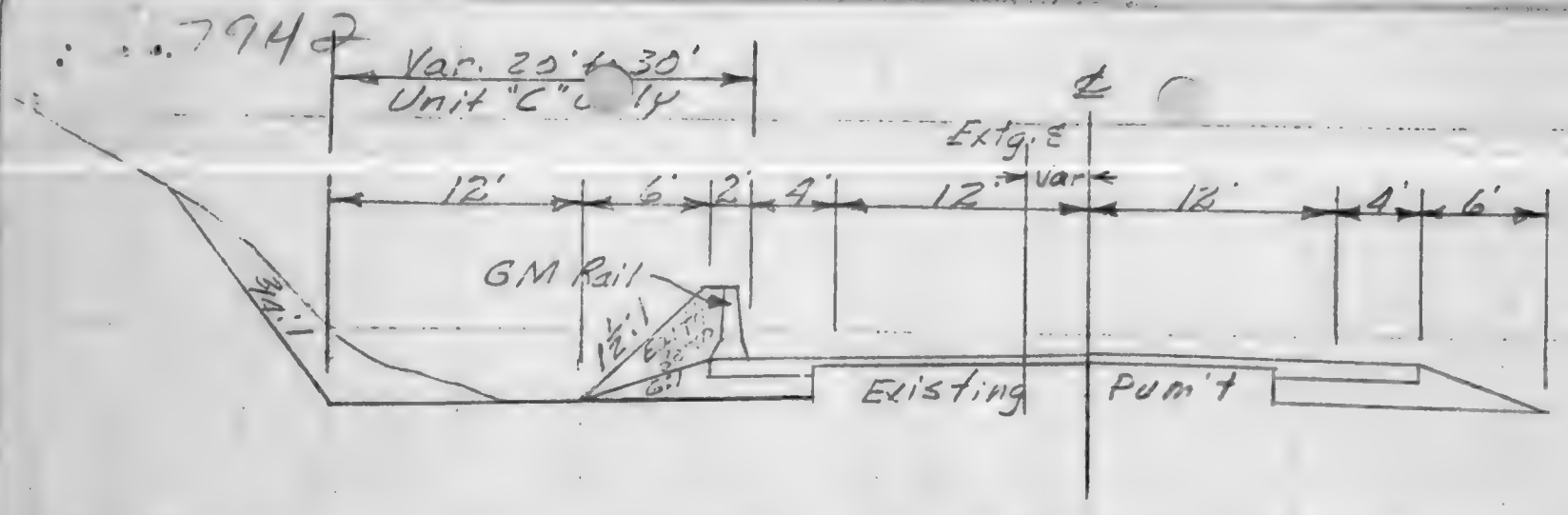
(b) Under Standard Specifications for Highway Construction, Section 109.15 (page 100 and 101), there is a statement that says, in part "It is further agreed by the State and Contractor that interest shall not accrue to any of the said moneys earned by the contractor during a reasonable time in which to carry out the aforementioned procedures necessary for making payment - - - - - - - - - ".

I, once more, respectfully deny your claim for interest on each of the items of your May 8, 1975 letter.

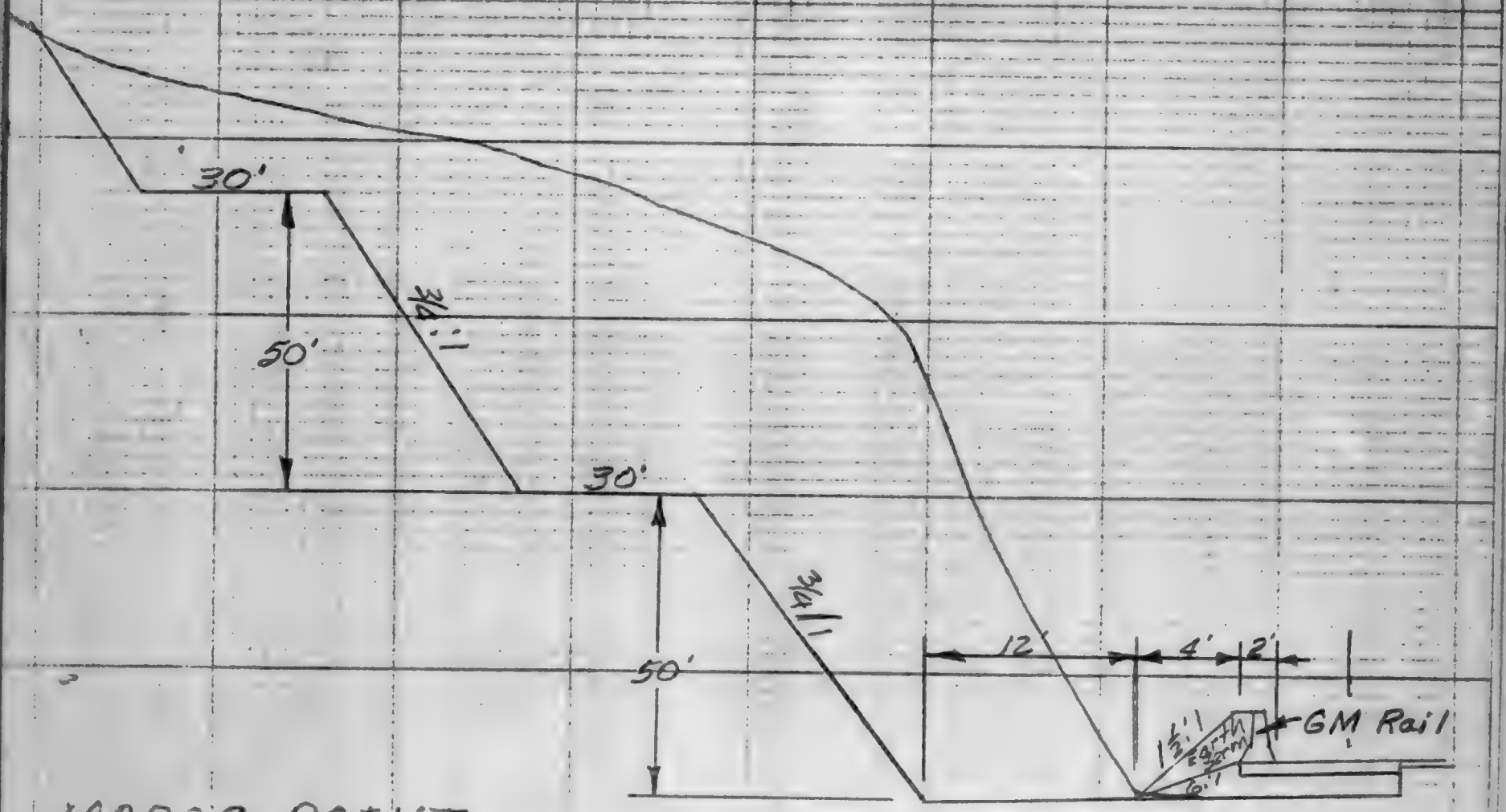
Yours very truly,

Carl H. Williams
Regional Engineer

CHW:lw



UNITS "A", "B", "C" & "D"



MODOC POINT

Beached Cutslope Unit "D" Only

TYPICAL SECTIONS
ORIGINAL PROPOSAL

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Marble Point – Shady Pine Road
Tee – Tulles – California Hwy

SP*F54

Costs Summary

UNIT	4' Shld w/o net	8' Shld w/o net	4' Shld w/net	8' Shld w/net	Recommended Construction
"A"	$183,000	$1,236,000	$1,389,600	$2,105,200	———
"B"	183,000	357,800	515,500	748,300	———
"C"	193,300	307,100	252,300	443,000	$193,300
"D"	224,800	527,900	324,000	777,200	224,800
	———	———	———	———	———
Totals ——>	$1,384,100	$1,900,900	$2,481,400	$4,073,700	$418,100

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheets

Section Horse Power-Stukel Pine Road Unit "A" 12' Lanes 5' Sh. 20' Radius at Intersections
Highway [illegible] County Klamath Prefix
Length [illegible] Designer [illegible] Draftsman [illegible] Date 10-17-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	172.054	17,205	189,259	2 00	378,518 00
Watering	M-Gal	1,279	128	1,407	4 00	5,628 00
Aggregate Base	Ton	4,618	462	5,080	4 00	20,320 00
Bit. Base	Ton	1,412	141	1,553	11 60	18,015 00
Class "B" A-C.	Ton	3,107	311	3,418	11 60	39,650 00
Conc. (G-M) Sh. Barrier	Lin.Ft.	5,500	550	6,050	10 00	60,500 00
Asphalt In Mix	Ton	280	28	308	48 00	14,784 00
Guard Rail	Lin.Ft.	5,350	535	5,885	3 50	20,598 00
Guard Rail Anchors	Each	4	1	5	250 00	1,250 00
			Sub Total			559263 00
Wire Mesh Screen	Sq. Yd.	54,389	5,439	59,828	7 20	430,762 00
			Sub	Total		990,025 00
			without wire mesh screen			with wire mesh screen
Sub Total			559,263 00			990,025
E & C		20%	111,853 00			199,805
Anticipated Item - Slide correction		20%	111,853 00			199,805
Total			782,969 00			1389635
A w/o Wire						

Total [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheet

Section Klamath Point - Shady Pine Road Unit "A" Re-established line on x-section copies
Highway Fort Klamath - Pelican Bay County Klamath Prefix
Length 5500 Designer Engineer Draftsman Date 10-18-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	298,816	29,882	328,698	2.00	657,397.00
Watering	M-Gal.	2,184	218	2,402	4.00	9,608.00
Aggregate Base	Ton	5,704	570	6,274	4.00	25,096.00
Bit. Base	Ton	2,542	254	2,796	11.60	32,434.00
Class "B" A.C.	Ton	4,237	424	4,661	11.60	54,068
Conc (G-M) Sh. Barrier	Lin. Ft.	5,500	550	6,050	10.00	60,500.00
Asphalt In Mix	Ton	415	42	457	48.00	21,936.00
Guard Rail	Lin. Ft.	5,350	535	5,885	3.50	20,598.00
Guard Rail Anchors	Each	4	1	5	250.00	1,250.00
	Sq. Yds.	71 Sub Total			7.20	882,887.00
Wire Mesh Screen	Sq. Yds.	78,389	7,839	86,228	7.20	620,842.00
						1,503,729.00
				without wire mesh screen		with wire mesh screen
sub total				$ 882,887.00		$ 1,503,729.00
E & C		20%		176,577.00		300,746.00
Anticipated Item - Slide correction		20%		176,577.00		300,746.00
Total				$ 1,236,041.00		$ 2,105,221.00
A-8'Std						

Total $ 1,503,728.60

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheet

Section Alma Fork - Shady Pine Road Unit B' Pad Layout X-Section Copies

Highway [illegible] County Klamath Prefix

Length 2000 Designer [illegible] Draftsman Date 12/20/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu-Yd.	14,465	1,447	15,912	2 00	31,824 00
Watering	M-Gal	202	20	222	4 00	888 00
Aggregate Base	Ton	4,866	487	5,353	4 00	21,412 00
Bit Base	Ton	1,253	125	1,379	11 60	15,991 40
Class "B" A-C	Ton	1541	154	1,695	11 60	19,662 00
Conc. Sh. Barrier	Lin-Ft.	2,000	200	2200	10 00	22,000
A.C. Curb	Lin-Ft.	1200	120	1320	2 20	2,904
Asphalt In Mix	Ton	169	17	186	48 00	8,928 00
Guard Rail	Lin Ft.	1500	150	1650	3 50	5,775 00
Guard Rail Anchors	Ea -	4	1	5	250 00	1,250 00
-	-	-	-	Subtotal	-	$ 130,639 40
Wire Mesh Screen	Sq. Yd.	30,000	3,000	33,000	7 20	237,600 00
						$ 368,239 40
				with out wire mesh screen		with wire mesh screen
Sub total				$ 130,639 00		$ 368,239 40
E & C				26,128 20		73,648 00
Anticipated - Slide correction				26,128 00		73,648 00
Total				$ 182895 00		515,535 00
P-4'-Fill						

Total [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheet

Section 1.1 to Spirit-Sandy Pine Road Unit "B" 12' Lanes, 8' Sh, 2d Follow-Line & Grade Changes
Highway Tex. Dr. --- Northern County Klamath Prefix
Length 2,000 Designer Macnell Draftsman Date 10/20/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	64,107	6,410	70,517	2 00	141,034 00
Watering	M-Gal.	561	56	617	4 00	2,468 00
Aggregate Base	Ton	5,262	526	5,788	4 00	23,152 00
Pit. Base	Ton	1,664	166	1,830	11 60	21,228 00
Class "B" A.C.	Ton	1,910	191	2,101	11 60	24,371 60
Conc. Sh-Barrier (GM Rail)	Lin. Ft.	2,000	200	2,200	10 00	22,000 00
A.C. Curb	Lin-Ft.	1200	120	1,320	2 20	2,904 00
Asphalt In Mix	Ton	215	22	237	48 00	11,376 00
Guard Rail	Lin-Ft.	1500	150	1,650	3 50	5,775 00
Guard Rail Anchors	Each	4	1	5	250 00	1,250 00
		Sub Total				$255,558 60
Wire Mesh Screen	Sq. Yd.	35,222	3,522	38,744	7 20	278,956 80
						534,515 40
				with		without
sub total				$255,559 20		$534,516 00
E & C				51,112		106,903 00
Anticipated - Slide Correction				51,112		106,903 00
Total				$357,783		$748,322 00
P-8544						

Total $

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE — Sheet ____ of ____ Sheet

Section Modoc Point - Shady Point Road (4' shoulders Red line) Unit Unit C sta 712+50 to 234+50

Highway The Dalles - California County Klamath Prefix 18-1495-918

Length 1 mile Designer Irie Draftsman Irie Date 11 Oct 197

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	17,243	1724	18,967	2 00	$37,934
Emb. In Plac (Between Hwy & R.R.) (Berm)	C.Y.	3,427	342	3,769	3 00	11,277
Watering	M-Gal	11	1	12	4 00	48
Cr. Agg. Base	Tons	840	84	924	4 00	3,696
PMBB	Tons	621	62	683	11 60	7,923
Asphalt in PmBB	Tons	34	3	37	48 00	1,776
AC	Tons	997	100	1097	11 60	12,725
Asphalt in AC	Tons	65	7	72	48 00	3,456
Bin Wall		$26,278	2623			28,901
Backfill Mat'l (Bin Wall)	C.Y.	1194	119	1313	5 00	6565
Type 2 Guard Rail	Lin. Ft.	1150	115	1265	3 50	4,428
Guard Rail Anchors	Ea.	6	1	7	250 00	1,750
6M Rail	Lin Ft	1600	160	1760	10 00	17,600
				Sub Total		$138,084
Wire Mesh Screen	Sq Yd.	5849	585	6434	7 20	42,113
						180,197
				without		without
Sub total				$138,084 00		$180,197
E i C		20%		27,617 00		36,039
Anticipated - Slide correction		20%		27,617 20		36,039
Total				$193,318 20		$252,275

C-4 [illegible]

Total [illegible]

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Medco Point - Shady Point Road Unit C Sta. 210+00 to 222+00 2' shoulders Red Line
Highway Tule Lake - California County Klamath Prefix
Length 1200 Designer Mic Draftsman Mic Date 12 October 197

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	41,266	4127	45393	2 00	$90,786
Emb. In Place (Berm between Hwy & RR)	C.Y.	3,563	356	3,919	3 00	11,757
Watering	M-Gal	12	1	13	4 00	52
Cr. Agg. Base	Tons	978	98	1076	4 00	4,384
PMBB	Tons	786	79	865	11 60	10,034
Asphalt in PMBB	Tons	43	4	47	48 00	2,256
AC	Tons	1162	116	1278	11 60	14,825
Asphalt in AC	Tons	76	8	84	48 00	4,032
Bin Wall		42,623	4,262			46885
Backfill Mat'l (Bin Wall)	C.Y.	1852	185	2037	5 00	10,185
Type 2 Guard Rail	Lin Ft.	1250	125	1375	3 50	4,813
Guard Rail Anchors	Ea.	6	1	7	250 00	1750
GM Rail	Lin Ft.	1600	160	1760	10 00	17,600
				sub Total		$219,359
Wire Mesh Screen	Sq. Yd.	12,252	1225	13,477	7 20	97,034
						$316,393
				without		with
sub totals				$219,359 00		316,393
E & C		20%		43,872 00		63,279
Hydraulic - Slide Correction		20%		43,872 00		63,279
Total				$307,103 00		$442,951

Total $3,114,827

OREGON STATE HIGHWAY DEPARTMENT 4' shoulders

QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Modoc Point - Shady Pine Road Unit D sta. 304+50 Red Line to 322+50

Highway Mt. Pitt - California County Klamath Prefix 18-1495-418

Length 1700 Designer Lee Draftsman ____ Date Oct 25, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Pl. (Hillside)	C.Y.	46,115	4612	50,727	2.00	$101,454
Emb. In Place (Berm between Hwy. & R.R.)	C.Y.	1,922	192	2,114	3.00	6,342
Watering	M-Gal.	11	1	12	4.00	48
Cr Agg. Base	Tons	880	88	968	4.00	3872
PMBB	Tons	462	46	508	11.60	5,893
Asphalt in PMBB	Tons	26	3	29	48.00	1,392
AC	Tons	1017	102	1119	11.60	12,980
Asphalt in AC	Tons	66	7	73	48.00	3,504
Type 2 Guard Rail	Lin Ft.	1050	105	1155	3.50	4,043
Guard Rail Anchors	Ea.	4	1	5	250.00	1,250
GM Rail	Lin Ft	1800	180	1980	10.00	19,800
			sub Total			$160,578
Wire Mesh Screen	Sq. Yd.	8,946	895	9841	7.20	70,855
						$231,433
					without	with
Sub Total				$160,578.00		$231,433.00
± ∉ C		20%		32,116.00		46,287.00
Anticipated - Slide Correction		20%		32,116.00		46,287.00
Total				$224,810.00		$324,007

E-4211

Total 231,433

8' shoulders

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Indian Point - Shady Pine Road Unit "D" sta 304+50 to 322+50 Rd Line
Highway The Dalles - California County Klamath Prefix 12-1495-913
Length 1813 Designer Mic Draftsman ____ Date Oct. 25, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	139,794	13,979	153,773	2.00	$ 307,546
Embank In Place (Berm between Hwy. & R.R.)	C.Y.	1,922	192	2,114	3.00	6,342
Watering	M-Gal	15	2	17	4.00	68
Cr. Agg. Base	Tons	1,232	123	1,355	4.00	5,420
PMBB	Tons	647	65	712	11.60	8,259
Asphalt in PMBB	Tons	36	4	40	48.00	1,920
AC	Tons	1,387	139	1,526	11.60	17,702
Asphalt in AC	Tons	90	9	99	48.00	4,752
Type 2 Guard Rail	Lin Ft.	1050	105	1155	3.50	4,043
Guard Rail Anchors	Ea	4	1	5	250.00	1,250
GM Rail	Lin Ft	1800	180	1980	10.00	19,800
			Sub Total			$ 377,102
Wire Mesh Screen	Sq.yd.	22,479	2,248	24,727	7.20	178,034
						$ 555,136.00
				without		with
Sub total				$ 377,102.00		$ 555,136.00
E & C		20%		75,420.00		111,027.00
Anticipated - Slide Correction		20%		75,420.00		111,027.00
Total				$ 527,942.00		$ 777,190.00

D - 8' Std

Total 555,136

UNIT "D"

METAL RETAINING WALL

LENGTH: 0.34 MILE

CONST. COST: $380,000

UNIT "C"

METAL RETAINING WALL

LENGTH: 0.30 MILE

CONST. COST: $446,500

UNIT "B"

METAL RETAINING WALL

LENGTH: 0.57 MILES

CONST. COST: $480,000

UNIT "A"

SCREEN EXISTING SLOPE

LENGTH: 1.42 MILES

CONST. COST: $833,800

UNIT D

UNIT C

UNIT B

UNIT A

ALTERNATE PROPOSAL

R E S E R V A T I O N

PACIFIC

SOUTH

Modoc Point

Telephone Flat

Oasy Spring

Sucker Spring

Barbey Spring

Hummingbird Spring

Nalox (Site)

Algoma

Rattlesnake Point

Squaw Point

Simpson Canyon

Plum Valley

Hanke Marsh

Shady Pine

CALEDONIA

CALEDONIA DIKE

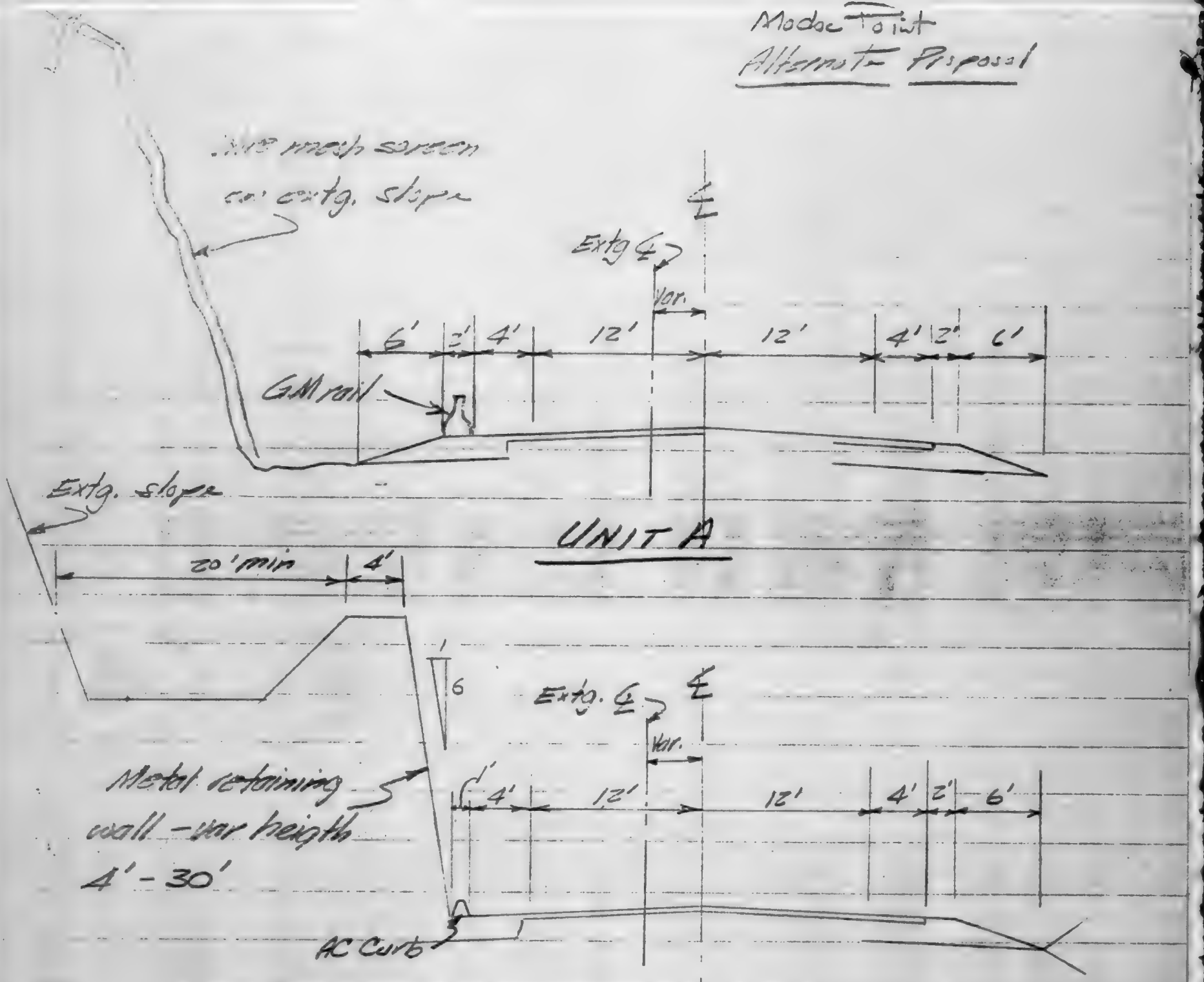
HOWARD

SOUTHERN PACIFIC

12/8/72

Modoc Point

Alternate Proposal



UNITS B, C, & D

TYPICAL SECTIONS

7742

June 19, 1975

Modoc Point (Units C & D)
The Dalles-California Hwy.

Units C & D were worked up in the Location Section using two Typical sections. One with 12' Travel lanes and 8' Shoulder with wire mesh Screen ~~etc~~ without wire mesh Screen

The other typical section used 12' Travel Lanes with 4' Shoulders, Cost Estimates made for both sections with Wire Mesh Screen and/or without Screen.

Original Recommendations from Location section for Unit C.

Provide 20' to 30' fallout area on East side behind G-M Rail. Construct Bin Wall to provide minimum excavation of Hillside. Provide Guard Rail on west side where required due to Line shift Westerly.
3/4:1 Cut Slopes with 30' Benches.
Recommended 12' Lanes, 4' Shoulder.
Wire Mesh not recommended.
2" overlay of Existing Pavement.

Unit D.

Provide 20' fallout area with G-M Rail.
3/4:1 Cut Slopes with 30' benches. (30' wide, 60' High)
No Alignment Changes
2" Overlay of Existing Pavement.
Recommended 12' Travel Lanes with 4' Shoulder.
Wire mesh screen was not recommended.

± 7942

This Contract A was let Sept. 19, 1973
Work Commenced Oct. 25, 1973
Work Completed Nov. 21, 1974

Total Cost $1,148,688.00

Units A&B were investigated using similar Typical Section in conjunction with units C&D. Units C&D were constructed as they were the more hazardous areas. It is anticipated that Units A & B will be scheduled as monies become available.

Approx. Sta. of Accident
780+80 (Unit D)

G. R. Honeywell

7942

6-18-75

called John Gunter and talked to him about site of the recent rock-fall accident...

As best John can tell the location of the accident was at about station 780+88 (MP 258.62) -- in th chute of the "D" unit ---- John is satisfied the rock come from the cut section. -- there is basically no bench at this area ---

--Man turned camper about and took boy to hospital immediately -- not absolute as to location -- but reasonably ~~[illegible]~~. Sure ...

subject of accidents father has returned to Wapatah (N.Y.) ~~[illegible]~~ Washington

RTE RCE FAE
RECEIVED
RTE ENV
RUE JUN 9 1975 RDE
RSO REGION 4 RBE
ASSIGNED

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
JUN 10 1975
CONSTRUCTION SECTION

NOTED
H. S. COULTER

Robert W. Straub

F. B. Klaboe

June 9, 1975

Mr. W. H. Gregory
W. H. Gregory Company
2105 SE 190th Avenue
Portland, OR 97233

RE: Contract No. 7942, Modoc Point

Dear Mr. Gregory:

If there is anything I dislike to do, it is to "beg an issue". I will, therefore, attempt to reply to your request for payment of interest on the subject contract in clear and unequivocal language.

The interest you claim on Estimates 13, 14, and 15 was paid on a voucher dated March 19, 1975. As explained to you in my letter of May 21, 1975, this interest accrued from January 27, 1975, not the dates contained in your letter of May 8, 1975.

The interest you claim in Price Agreement No. 4 is denied for two reasons:

(a) The agreement, as worded, was for "full and complete adjustment for settlement of all claims."

(b) Under Standard Specifications for Highway Construction, Section 109.15 (page 100 and 101), there is a statement that says, in part "It is further agreed by the State and Contractor that interest shall not accrue to any of the said moneys earned by the contractor during a reasonable time in which to carry out the aforementioned procedures necessary for making payment - - - - - - - - - "/

I, once more, respectfully deny your claim for interest on each of the items of your May 8, 1975 letter.

Yours very truly,

Carl M. Williams
Regional Engineer

RECEIVED
JUN 10 1975
Office of
Assistant State Highway Engineer

CMW:mr

bc: C. T. Keasey
Copy to H. S Coulter

7942

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR

F. B. Klaboe
Administrator of Highways

RECEIVED
MAY 22 1975
CONSTRUCTION
SECTION

May 21, 1975

Mr. W. H. Gregory
W. H. Gregory Company
2105 SE 190th Avenue
Portland, OR 97310

SUBJECT: Modoc Point Section, Contract No. 7942

Dear Mr. Gregory:

We have considered your request dated May 8, 1975, for additional interest payments. ORS 279.575 (5) states:

> "The public body shall pay to the contractor interest at the rate of one percent per month on the final payment due the contractor, interest to commence 30 days after the work under the contract has been completed and accepted and to run until the date when the final payment is tendered to the contractor."

The last documents submitted by your firm which were required for final acceptance were received by the Resident Engineer on January 27, 1975. This establishes the date the project was completed and accepted. These documents consisted of several wage certifications and payrolls.

The Final estimate, (No. 15), was prepared the third week in March and a voucher was mailed to you on March 19, 1975. Interest on the final payment in the amount of $261.42 was paid to you for the period of February 26 through March 29 (10 days after mailing of voucher).

Estimate No. 16 was a post-final estimate for settlement of a claim. Price Agreement No. 4 was the instrument for the claim settlement. This Price Agreement, as signed, states that "this payment shall be full and complete adjustment for settlement of all claims....." The Price Agreement further states "it is agreed that no further claims shall be made."

I respectfully deny your claim for interest on each of the items of your May 8, 1975 letter.

Yours very truly,

Carl M. Williams
Regional Engineer

CMW:mr
bc: C. T. Keasey

RECEIVED
MAY 23 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7942

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7942

Salem, Oregon

May 14, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: Carl Williams
Regional Engineer

B E N D

SUBJECT: Modoc Point
Contract No. 7942
Request for Interest Payment

We have considered the contractor's request for additional interest payment which you forwarded under date of May 12. The third notification date on this project is January 27, 1975. Apparently this is the date that all contractor obligations were fulfilled as required under Section 105.18 of the supplemental standards for this project. Estimate 15 which was identified as the final estimate included an accrued interest payment based on 30 days from the above date to the time of the payment. Estimate 16 which made the large claim settlement payment is called a post final. It has not been the practice at all to make interest payments on any post final type of payment. These are usually for time extension or late adjustments such as on claims that are other than regular contract earnings. In this case particularly, we agree that the claim settlement is complete within itself and the request for additional payment should be denied. Since Mr. Gregory's letter is addressed to you, please advise him accordingly.

JAB:fr

cc: H. S. Coulter

RECEIVED
MAY 15 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7942

April 15, 1975

Safeco Insurance Company
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $389,939.46 will be made to W. H. Gregory Company on Contract No. 7942 for work on the Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $993,182.40 including the post-final payment. Of the total $59,246.73 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

llg

cc: W. H. Gregory Company
2105 S.E. 190 Avenue
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

Memorandum

TO: File

DATE: April 8, 1975

FROM: Patrick A. Randolph

RECEIVED
APR 11 1975
Office of
Assistant State Highway Engineer

SUBJECT: Contractor's Claim Settlement
Modoc Point Section
The Dalles-California Highway
Contract No. 7942

This memorandum will supplement mine of January 7, 1975, describing the proposed settlement.

In early January, the price agreement setting forth the agreed upon settlement was approved by the Highway administrative staff. At its January meeting, the Transportation Commission approved the price agreement and the settlement. Subsequent to that time, Chairman Jackson indicated a concern that no audit was to be made of the contractor's records to be certain that the contractor's actual costs were equal to those which he claimed.

During February and early March, our audit staff was contacted and prepared to undertake an audit of Mr. Gregory's books prior to the release of the settlement check. Our audit staff was then contacted by Mr. Franzke, Mr. Gregory's attorney, who inquired as to the legal basis of the audit requirements.

When contacted by our auditors, I indicated that it appeared that we had a lawful and binding settlement agreement and that we really did not have a legal right to withhold payment unless something could be shown which justified the rescission of the agreement. There was a possibility that Mr. Gregory's allegations as to his acutal costs, if at substantial variance with the true situation, could be construed as fraudulent and that the contract could be overturned on this basis.

During the course of subsequent negotiations between our audit staff and Mr. Gregory and further review of the Region's cost records on the project, it was concluded that even if all disputed or uncertain cost issues were resolved in favor of the Highway Division, the total contractor's costs for the entire project would be in the neighborhood of $860,000, not including an allowance for overhead costs or profit. Mr. Gregory's claim was that his total costs, excluding overhead and profit, amounted to somewhat in excess of $1,000,000. Although there is a significant difference in the figures, the difference is not of an order which would compel the conclusion that there is a per se case for fraud. Further, Gregory's statements during the negotiations were based on estimates of costs which had not yet been fully developed. Finally, as indicated, the difference is as large as it is only because of the assumption that all Highway Division estimates of costs are correct. It thus appeared that the likelihood of overturning the settlement

agreement on the basis of fraud was not good.

Even more significant, the cost data which was collected indicated that if the price agreement were rescinded and we then went to court on the original contract claim Gregory would be able to substantiate a claim which, including a reasonable profit allowance and an overhead cost, would be in excess of the amount paid under the settlement agreement. As indicated, it was felt that Gregory was quite likely to prevail on the majority of his claims if the matter went to trial, and that there is a strong likelihood we would be faced with a judgment in excess of the settlement amount. Further, we would be faced with the costs of litigation and Gregory's attorney fees. It was therefore concluded that it was in the best interest of the Highway Division to stand by the settlement agreement and thus not require an audit prior to the issuance of the settlement check.

It was also concluded that an audit conducted after the check was issued would likely receive little cooperation from Gregory and would produce little benefit in relation to its costs. Therefore, no audit will be conducted.

sb

cc Walt Barrie
Al Johnson
Scott Coulter
C T Keasey
cys C M Williams } — For your information
4-14-75 E.J. Dunn

DEPARTMENT OF JUSTICE

Memorandum

TO: File DATE: January 7, 1975

FROM: Patrick A. Randolph, Jr.

SUBJECT: Modoc Point Excavation Job

On Thursday, December 26, 1974, Jack Sollis and I met with Carroll Keasey, John Bond and an Assistant Regional Engineer from Klamath Falls to discuss a contract overrun on the Modoc Point excavation job. Although I took no notes at the meeting I thought it might be useful to set down my recollection of the discussion and ensuing events.

This contract involved the excavation of "steps" on a rocky hillside overlooking Klamath Lake to avoid the danger of rock fall that have been prevalent in the area. The state highway and the railroad run parallel at the foot of the hillside.

The job was engineered by region personnel prior to being bid. Engineering was based upon an aerial reconnaissance of the area and rough topographical sketches made from that reconnaissance. Three bids were received in the neighborhood of $2 per cubic yard. The lowest of these was accepted. The other two bidders at this level would have been unacceptable or undesirable based upon the region's knowledge of their work or experience. More reliable and efficient excavation contractors also bid on the job, but their bids were between $4 and $4.50 per cubic yard. An interim adjustment contract also provided for a payment of $.50 per cubic yard additional payments for excavation beyond the design at the request of the state ("undercut").

Soon after the contractor got on the job, it became apparent that the engineering was based on inadequate data. There were a number of "chutes" on the hillside which had to be eliminated by digging in in order to really prevent further rock fall damage. Further, the contours of the slope were significantly different from the design and necessitated massive changes in the work done by the contractor. Finally, the plans in some cases were not adequate to give the contractor room to work his equipment. Revisions made on the job for this reason also necessitated additional excavation work. The work had originally been scheduled to be done in two separate sections of the hillside simultaneously. Although one section proved to be reasonably manageable, the other section proved to be far more difficult to excavate than had been anticipated either by our engineers or the contractor. This feature, too, created a need for

additional contractor's costs.

At times the additional excavation was pursuant to the express written plans, at times simply pursuant to oral instructions from our engineers on the site, and at times the work, although clearly necessary, was carried out by the contractor without authorization and was later approved by the regional engineer.

Certain other portions of the excavation arguably should not have been performed by the contractor because they were neither authorized nor necessary for the successful completion of the contract. Proving that these excavations were unnecessary would be quite difficult for the following reasons:

(1) The local resident engineer had a poor working relationship with a series of supervisors put on the job by the contractor and this led to a significant breakdown in communications. This would compromise the testimony of the resident engineer in a court proceeding to establish whether certain excavation was authorized.

(2) So much of the excavation was authorized in what was basically an informal and unrecorded manner, it is difficult to distinguish the unauthorized work from the authorized work.

(3) The contractor was under pressure from the region to complete the job and frequently what might look unreasonable in retrospect was a proper response to the pressure situation.

The additional excavation performed by the contractor eventually amounted to more than double the originally scheduled work. It should be pointed out, however, that all of the excavated material was put to use as fill widening by the Highway Division.

The total contract payment to the contractor amounts to about $605,000, including payment for the extra excavation at the contract amount including the $.50 per cubic yard adjustment. The contractor has submitted a claim for approximately $780,000 additional. This claim is based upon significant additional costs incurred by the contractor in complying with the Highway Division's demands for completion of the project despite the unforeseen difficulties. Because of Highway Division errors in preparing the original specifications and becuase of the many compromising activities carried out in the ocurse of the work, it seems quite likely that the contractor has a chance for a major recovery. Further, there is no dispute as to the acutal amount of excavation performed nor is there significant dispute

as to the quality of the final product.

The contractor has indicated a willingness to settle for his acutal costs on the project- approximately $1,000,000- not including overhead and profit allowances or about $400,000 more than he has been paid. Although Regional engineer Pool argues that this settlement figure is paying the contractor for demonstrated inefficiencies it should be noted, however, that during the bidding it was determined excavation firms which are generally regarded as capable contractors would have charged in excess of $1,000,000 for the same project if their bids had been accepted. Therefore the true benefit received by the state does appear to be at least $1,000,000.

Based on all of the above, Jack Sollis and I agreed with the final feelings of the regional engineer and the home office construction engineers that it would be appropriate ot settle for the contractor's costs if it proved possible to do so.

Carroll Keasey reported on January 3 that the contractor settled for approximately $387,000 over the contract price--somewhat better for us than we expected.

sab
cc: Jack Sollis
Walter Barrie

7942

K

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

W. H. Gregory Company
2105 S.E. 190th Avenue
Portland, OR 97233

April 3, 1975

Re: Modoc Point Section
Contract No. 7942

Gentlemen:

In response to your March 21 letter, we have reviewed the project record including Price Agreement 4 and the December 31, 1974 attachment which is referred to therein. I am pleased to advise that the Price Agreement 4 claim settlement is being processed for payment and another estimate and voucher reflecting this payment will be forthcoming. Based on more recent information from the railroad and our utility auditor, the total railroad protective charges are expected to exceed the amount of $54,690.89 which had been deducted prior to Final Estimate No. 15. However, since the Price Agreement 4 amount arrived at was apparently based in part on this figure, I agree that the State should not impose additional deduction now. Therefore, the $2,939.46 deduction that appears on Estimate No. 15 will be restored on the post final estimate making the price agreement 4 payment. The final payment on bid items 19 and 20 are the same as set forth on the P.A. 4 attachment and we see no basis to change those.

In the way of further information, it is not necessary for a contractor to return the entire voucher unsigned because of disagreement over some part of it. The contractor can cite an exception and sign the voucher accordingly subject to further consideration. This would, of course, have to be presented in accordance with the specification requirements including 109.15 (1970 specs.).

The payment voucher for Estimate No. 15 is returned to you herewith. You may either sign and return it with a statement of any exception you wish to make, or hold it until the next voucher reaches you to confirm the above.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:JAB:fr
Enc.
bc: H. S. Coulter
Carl Williams
Contract Payments
Richard Hacek - Finance

RECEIVED
APR 3 1975
Office of
Assistant State Highway Engineer

E-123

W. H. GREGORY COMPANY

2105 S.E. 190TH AVENUE PORTLAND, OREGON 97233 503/665-4189

March 21, 1975

Routing

Keasey — RECEIVED — Scofield S
Bond — Glenn
Jackmond — MAR 24 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. C. T. Keasey, Construction Engineer

Re: Contract No. 7942, Modoc Point

Gentlemen:

As stated in our telephone conversation this date, I am returning the Contract Payment Voucher for your "Revised" Final Estimate unsigned. I can not accept this estimate as submitted and ask that it be corrected so that it can be signed.

We see no desirability to file claim for deficient items. Items 19 and 20 of the schedule are incorrect and the item of Railroad Protective Costs is incorrect as stated.

Please have the estimate corrected and resubmitted for signature. The consideration of Price Agreement No. 4 should also be incorporated in the Final Estimate.

As related in our telephone call I can not help but question the fact that the Department has not seen fit to issue a Pre-Final Estimate but under the circumstances I feel that the best resolution is to conclude the entire transaction without further delay.

Very truly yours,

W. H. Gregory

W. H. Gregory:de

Enclosure

cc: Mr. R. A. Franzke

7942

DEPARTMENT OF JUSTICE

Memorandum

TO: File

DATE: April 2, 1975

FROM: Patrick A. Randolph

NOTED
H. S. COULTER

SUBJECT: Contractor's Claim Settlement
Modoc Point Section
The Dalles-California Highway
Contract No. 7942

This memorandum will supplement mine of January 7, 1975, describing the proposed settlement.

In early January, the price agreement setting forth the agreed upon settlement was approved by the Highway administrative staff. At its January meeting, the Transportation Commission approved the price agreement and the settlement. Subsequent to that time, Chairman Jackson indicated a concern that no audit was to be made of the contractor's records to be certain that the contractor's actual costs were equal to those which he claimed.

During February and early March, our audit staff was contacted and prepared to undertake an audit of Mr. Gregory's books prior to the release of the settlement check. Our audit staff was then contacted by Mr. Franzke, Mr. Gregory's attorney, who inquired as to the legal basis of the audit requirements.

When contacted by our auditors, I indicated that it appeared that we had a lawful and binding settlement agreement and that we really did not have a legal right to withhold payment unless something could be shown which justified the decision of the agreement. There was a possibility that Mr. Gregory's allegations as to his actual costs, if at substantial variance with the true situation, could be construed as fraudulent and that the contract could be overturned on this basis.

During the course of subsequent negotiations between our audit staff and Mr. Gregory and further review of the regional costs records on the project, it was concluded that even if all disputed or uncertain cost issues were resolved in favor of the Highway Division, the total contractor's costs for the entire project would be in the neighborhood of $860,000, not including an allowance for overhead costs or profit. Mr. Gregory's claim was that his total costs, excluding overhead and profit, amounted to somewhat in excess of $1,000,000. Although there is a significant difference in the figures, the difference is not of an order which would compel the conclusion that there is a per se case for fraud. Further, Gregory's statements during the negotiations were based on estimates of costs which had not yet been fully developed. Finally, as indicated, the difference is as large as it is only because of the assumption that all Highway Division estimates of costs are correct. It does appear that the liklihood of overturning the settlement agreement on the basis of fraud was not good.

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APR 3 1975
Office of
Assistant State Highway Engineer

Even more significant, the cost data which was collected indicated that if the price agreement were rescinded and we then went to court on the original contract claim Gregory would be able to substantiate a claim which, including a reasonable profit allowance and an overhead cost, would be in excess of the amount paid under the settlement agreement. As indicated, it was felt that Gregory was quite likely to prevail on the majority of his claims if the matter went to trial, and that there is a strong liklihood we would be faced with a judgment in excess of the settlement amount. Further, we would be faced with the costs of litigation and Gregory's attorney fees. It was therefore concluded that it was in the best interest of the Highway Division to stand by the settlement agreement and thus not require an audit prior to the issuance of the settlement check.

It was also concluded that an audit conducted after the check was issued would likely receive little cooperation from Gregory and would produce little benefit in relation to its costs. Therefore, no audit will be conducted.

#7742

R

DEPARTMENT OF JUSTICE

NOTED
H. S. COULTER

Memorandum

TO: Scott Coulter

DATE: March 27, 1975

FROM: Pat Randolph

SUBJECT: Modoc Point Settlement

On Monday, March 24th, Walt Barrie spoke to Glenn Jackson and secured his approval to proceed with the settlement of the above case as set forth in the Price Agreement executed in late December. No further audit procedures are necessary.

PAR:hg

3-27-75
cy Construction
Please process P.A.

3-27-75
cy Contract Payments
Finance

RECEIVED
MAR 27 1975
Office of
Assistant State Highway Engineer

March 21, 1975

TO: H. Scott Coulter
Assistant State Highway Engineer

FROM: Paul Hatcher
Paul Hatcher
ODOT - Senior Internal Auditor

RE: Contractor's Claim Settlement Audit
Modoc Point Section
The Dalles - California Highway
Contract No. 7942
W. H. Gregory Company - Contractor

Statement of Preliminary Findings

An examination was made of available records maintained by E. J. Dunn, Resident Engineer; W. H. Gregory Company, Contractor; and Highway Division's Construction Section, Cost Analysis Section, Final Contract Payment Unit, and Finance Branch.

W. H. Gregory limited our examination of his records to those maintained at his office in Portland. He further restricted our personal review to copies of certified payrolls for the project. He verbally provided us with his costs for subcontractors' work and estimates of costs for materials, supplies, and overhead.

Our analysis of these records provided us with the necessary data to establish the following estimate of the contractor's costs to construct this project:

Direct Project Labor Cost	$271,640
Equipment Cost	198,813
Materials and Supplies Cost	39,123
Subcontractors' Cost	293,235
Railroad Protection Cost	57,630
General and Administrative Overhead Cost	74,000
Total Contractor's Cost	$934,441

A detailed audit of the Contractor's accounting records is required to authenticate the contractor's total project cost. W. H. Gregory has refused access to his accounting records until he is assured of the purpose of such an audit.

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MAR 24 1975
Office of
Assistant State Highway Engineer

Contract payments to the contractor is as follows:

Contract payment vouchers 1-14	$578,734.75
Final contract payment voucher	24,508.19
Subtotal	$603,242.94
Add P.A. #4 - Lump Sum Claim Settlement	387,000.00
Total	$990,242.94

Conclusions

Based on the above information the lump sum settlement of $387,000 is justified contingent upon the following assumptions:

1. The contractor is entitled to a reasonable profit. ($990,242 - 934,441 = $55,801 profit or 6%)

2. No adjustment or penalty is to be assessed the contractor for excess materials excavated beyond the neat lines of the project.

Note:

Our audit activities on this project are hereby suspended until appropriate arrangements have been made with W. H. Gregory Company for access to his accounting records.

PH/cjw

cc C. T. Keasey
E. M. Whiteman
J. L. Sollis
P. A. Randolph

7942

March 21, 1975

Safeco Ins. Co. of America
4347 Brooklyn Ave., NE
Seattle, Washington 98105

Subject: W. H. Gregory Company
Contract No. 7942
Modoc Point (Units C & D)
The Dalles-California Highway
Klamath County

Gentlemen:

Our Finance Office has informed us that due to railroad protective costs they have revised the final payment on the above contract to $24,508.19. The total contract amount has been revised to $603,242.94 including $59,246.73 for work performed under force account.

This will rescind our letter to you dated March 4, 1975.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

CWH:fm

cc W. H. Gregory Company
2105 S.E. 190 Avenue
Portland, OR 97233

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

7942

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7942

Salem, Oregon

February 26, 1975

3-10-75

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Modoc Point (Units C & D) Section
The Dalles-California Highway
Contract No. 7942

TO: H. S. Coulter
Assistant State Highway Engineer

Attached for your information is a copy of the audit program prepared by the Internal Audit Unit under Merl Whiteman for review of W. H. Gregory's claim for additional compensation on the subject section.

CTK:fr

Att.

cc: F. B. Klaboe (w/att.)
Carl Williams
E. J. Dunn

Going to 9° from Gregory's records Sent and then OSHD - Sent Gregory about March 10-15?

3-10-75
Yes. Appropriate action being taken.
CTK

RECEIVED
FEB 26 1975
Office of
Assistant State Highway Engineer

ODOT - INTERNAL AUDIT PROGRAM February, 1975

Paul L. Hatcher - Senior Internal Auditor

Project: Modoc Point, Units C & D
Location: Klamath Falls
Contract: No. 7942

General Information

The contractor, W. H. Gregory Co., submitted in November 1974 documents to support their claims (32) for extra compensation totaling $791,270. During December 1974 a negotiated lump sum settlement of all claims on the project, in the amount of $387,000, was agreed upon by the State and the Contractor. This lump sum settlement was documented by issuance and signing of Price Agreement No. 4 dated December 31, 1974. Subsequently, a State employee wrote (whom) a letter to the Oregon Transportation Commission stating that the lump sum settlement agreed upon constituted an overpayment to the Contractor on this project of about $100,000. As a result, an audit is to be performed to determine if the settlement was excessive.

Objectives of the Audit

1. To determine if the additional lump sum compensation of $387,000 to the Contractor, as agreed upon under Price Agreement No. 4,

   (a) can be supported by the Contractor's and State's records.

   (b) is in payment of ordinary and necessary additional expenses attributable to the satisfactory completion of this project.

2. To determine if the Contractor's method of performing the general excavation work increased the contract quantities resulting in additional costs to the Contractor and the State.

3. To determine if the design of this project provided for reasonably efficient and safe use of construction equipment under the physical conditions peculiar to this project, and if the physical conditions were shown on the

construction plans with a reasonable degree of accuracy.

Audit Steps

In order to accomplish the objectives outlined above, we will make the following tests, verifications and examinations:

1. Examine all available project correspondence, records, and documents including but not limited to the following:

   a. Highway Division's construction files
   b. Project Engineers' field records
   c. Project special provisions and specifications
   d. Standard Highway construction specifications
   e. Contractor's accounting records
   f. Contract payment records
   g. Contract plans and design files
   h. Geology files and reports

2. Determine Contractor's total cost to construct the project from his accounting records. This to be detailed by type of activity performed if Contractor's records are such that this is possible.

3. Verify hours of labor and equipment utilized by the Contractor to accomplish this project. This will be done by cross-checking Contractor's records with project engineer's daily construction reports.

4. Verify Contractor's labor and equipment rates and the various costs upon which these rates were based.

5. Verify that materials, supplies, and services purchased by the Contractor and included in his total cost to construction of this project were actually incorporated into the project.

6. Verify that recorded expenditures were actually incurred by the Contractor.

7. Verify Contractor's overhead rates allocated to this contract.

8. Examine technical reports from geologist, design engineers, and construction engineers.

9. Determine Contractor's cost by time period, by activity, if records are such that this is possible.

10. Determine amount earned by Contractor, as supported by final contract and change order quantities, as computed by the Highway Division's final checking engineer.

It is anticipated that during the course of the audit, technical assistance will be required from geologist, design engineers, and construction engineers. The extent to which the audit tests, verifications, and examinations are performed will be dictated by the circumstances encountered during the audit. Expansion, deletion, and additional audit steps may be required.

Audit Report

Upon completion of the review a report will be issued that summarizes the results of the audit and will provide answers to the three objectives itemized above.

Approved:

(1) E. Merl Whiteman
E. Merl Whiteman - Fiscal Officer - ODOT

(2) Bob Schuler
Bob Schuler - Supervisor - Internal Audit - ODOT

(3) C. T. Keasey
Carroll T. Keasey - Construction Engineer - OSHD

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Steeck Electric No. 7912	4th Street at Bartlett St., Medford, Jackson County	January 22, 1975
Gary Baker Contractor No. 7955	Campbell Bridge-Beaverton Farmington, Washington County	January 22, 1975
Copeland Paving, Inc. No. 7917	4th St.-5th St., Bridge St. Grants Pass, Josephine County	January 22, 1975
Klamath Paving Co. No. 8062	Campus Drive OTI (Klamath Falls) Bikeway, Klamath County	January 23, 1975
Stan Schnell No. 8061	Willow Creek Bridges, County Roads 723 & 729, Gilliam County	January 23, 1975
McCain and McCain No. 8045	Oswald West State Park Clatsop & Tillamook Counties	January 27, 1975
Hamilton Construction Company No. 8027	New Idaho School Loop, FAS 19-106 & 19-107, Lake County	January 27, 1975
Steeck Electric No. 7911	Garden Valley Road at BLM Access (Roseburg) FAS 800 Douglas County	January 28, 1975
Central Oregon Pavers, Inc. No. 8017	Ochoco Creek (Prineville) Bikeway, Crook County	January 30, 1975
Kelly F. White Company No. 7988	N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Interchange, Multnomah and Washington Counties	February 13, 1975

Hughes & Ladd- Hughes & Ladd, Inc. No. 7563	East Unit, Pendleton-Emigrant Hill, Old Oregon Trail Umatilla County	February 19, 1975
Aichele Landscaping, Inc. No. 7929	Mary S. Young State Park Oswego Highway, Clackamas County	February 19, 1975
Ross Bros. Construction, Inc. No. 7966	Woahink Lake (Canary Road) FAS 226, Lane County	February 19, 1975
Neil Van Zyle Inc. No. 7992	Milo McIver State Park Clackamas County	February 19, 1975
Hamilton Construction Company No. 8004	Tualatin River (Golf Course Road) Bridge, FAS 631 Washington County	February 19, 1975
Aichele Landscaping, Inc. No. 7829	Gladstone Interchange-West Linn Interchange, East Portland Freeway, Clackamas County	February 19, 1975
W. H. Gregory No. 7942	Modoc Point (Units C & D) The Dalles-California Klamath County	February 20, 1975

February 24, 1975

Administrator and State Highway Engineer

7942

CON-5-7942

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 19, 1975

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

2-21-75
Letter has been written
JS

TO F. B. Klaboe
Administrator and State Highway Engineer

Vince Gallagher

FROM for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7942, Work Completed November 21, 1974

Project Modoc Point (Units C & D)

Highway The Dalles-California, County Klamath

Type of Work Grading and Paving

Contractor W. H. Gregory

Recommended Acceptance Date February 20, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:ljt

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
F. B. Klaboe
STATE HIGHWAY ENGINEER
DATE: 2-20-75

7942

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Modoc Point (Units C & D)	WEEK ENDING: January 18, 1975
		SECTION PREFIX: 18-1155
	HIGHWAY: The Dalles-California	COUNTY: Klamath
NAME OF JOB: Modoc Point (Units C & D)	KIND OF WORK: Grading & Paving	
CONTRACTOR: W. H. Gregory Co.	CONTRACT NUMBER: 7942	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 19, 1973	DATE WORK STARTED: October 25, 1973	ESTIMATED COMPLETION DATE: November 21, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 286	WORK DAYS USED / CALENDAR DAYS USED: 313
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 109
PROJECT AUTHORIZATION: $815,100.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $740,100.00	ENGINEERING AUTHORIZATION: $75,000.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,061,132.76	Exp. this week 678.00 / ENGINEERING COST TO DATE: $76,435.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION inc. Engr: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 30 %	PERCENT OF AUTHORIZATION: 102 %	DATE PROJECT WAS COMPLETED: November 21, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Bin Wall	Misc. Items Guard Rail Etc.
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.68	0.68			0.68
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.68	0.68			0.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)	160,000 CY	1,900 Tons			3,400 Tons
TOTAL QUANTITIES CORRECTED TO DATE	163,370 CY	1,774 Tons			2,966 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	" "			" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Work Days	CAUSE OF DELAY
SUNDAY	Clear & Fair			0	
MONDAY	Fog Early A.M. Clearing & Cool			0	
TUESDAY	Fog-Hazy-Cool			0	
WEDNESDAY	" " "			0	
THURSDAY	Clear-Cool			0	
FRIDAY	Fog A.M. Clearing & Cool			0	
SATURDAY	" "			0	

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Scoluieta, Glenn, Berg

RECEIVED
JAN 20 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See Remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel working on the semi-final estimate part of this week.

The Semi-final was submitted to Region on Thursday. . .

This is the last weekly report for the project.

cc: Const (2)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7943

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JAN 22 1975
46-2

SUBJECT **Increase in Project Authorization**
Modoc Point (Units C & D)
Contract No. 7942
The Dalles-California Hwy
Klamath Co-

The contractor on this project, W. H. Gregory Company, has requested additional compensation for contract quantity overruns. The project was to excavate benches into a long slope which extends above the highway and adjacent railroad to provide a more stable slope and better protection to the highway from raveling rocky material.

As the work progressed, changes from the plan had to be made to fit the actual ground conditions and to provide working access. These changes accumulated to an overrun of about twice the original 86,000 cu. yd. quantity of excavation. The contractor's related railroad and highway protection costs continued for a much longer time than originally anticipated. The project was completed November 21, 1974.

We now have agreed with the contractor that he is entitled to additional compensation for these overruns in the total amount of $387,000.

Payment of these overruns requires an increase in the project authorization in the amount of $321,042 to a new total of $1,136,142. I request your approval of this increase in project authorization. This was a State project.

This matter will be on the agenda for consideration at your January 22 meeting.

bc: C. W. Head — George M. Baldwin
A. E. Johnson — H. S. Coulter
C. T. Keasey — V. E. Skoog
Vince Gallagher — C. W. Williams

JAB:fr srb

FORM 81 7-14-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7942

Salem, Oregon
January 15, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Modoc Point (Units C & D)
Contract No. 7942

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith the paperwork to accomplish the claim settlement on this project. This includes the Price Agreement No. 4 lump sum adjustment in amount of $387,000 which settles all claims. This includes the provision that all existing deductions and adjustments remain in effect. The main implication of this is that over $57,000 in deductions from the contractor for liquidated damages and excess railroad charges remain in effect and the earlier Price Agreement No. 3 adjustment on overrun quantity now agreed to be 79,370 cu. yds. at $0.50 per cu. yd. in favor of the contractor also is paid separately. We need front office approval of P.A. 4.

Also attached is form E-372 overrun authorization request to cover the necessary funding. This amounts to an over-all increase of 39 percent, or $321,042 to a new total authorization of $1,136,142. The reason for the overrun is, of course, the claim settlement. I assume this is a satisfactory way to obtain Commission approval of the settlement. A rough draft letter for this purpose is attached.

The approved price agreement should be returned to this office for further processing.

It should be noted that there have been two earlier increases in the authorization for this project.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 15 1975
Office of
Assistant State Highway Engineer

7942

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Modoc Point (Units C & D) Date January 6, 1975

Highway The Dalles-California Contract No. 7942

County Klamath Kind of Work Grading & Paving Contractor W. H. Gregory Co.

	Authorized *	Estimated	Change
Contract Amount	$582,000.00	$563,220.00	- $18,780.00
Anticipated Items	98,100.00	98,000.00	
Contingency (4½%)	60,000.00	455,312.00	+ 395,312.00
Engineering	75,000.00	77,000.00	+ 2,000.00
Credits R.R. Costs & Liquidated Damages	0.00	- 57,390.00	- 57,390.00
PROJECT COST	$815,100.00	$1,136,142.00	
	NET INCREASE $	321,042.00	OR 39 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) PA #1	$922.00	+ $922.00
(U) PA #2	401.00	+ 401.00
(U) PA #3	39,685.00	+ 39,685.00
(U) PA #4	387,000.00	+ 387,000.00
(A) EWO #1	43,604.00	+ 3,604.00
(U) EWO #2	134.00	+ 134.00
(U) EWO #3	15,509.00	+ 15,509.00

* Per second additional authorization approved 9-25-74.

APPROVED BY COMMISSION January 22, 1975 Meeting

Principal reasons for overruns ~~(Continue~~ on reverse side): Overrun of excavation quantities which created additional costs to the contractor. PA #3 &4 were initiated to cover this additional expense.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by E. J. Dunn
Resident Engineer

Confirmed by
Regional Engineer

Noted by
for Construction or Bridge Engineer

Noted by
~~Asst.~~ ~~Deputy or~~ State Highway Engineer

SP 988 (12-71)

7945

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Modoc Point (Units C & D)		WEEK ENDING: January 4, 1975
		SECTION PREFIX: 18-1155
HIGHWAY: The Dalles-California		COUNTY: Klamath
NAME OF JOB: Modoc Point (Units C & D)	KIND OF WORK: Grading & Paving	
CONTRACTOR: W. H. Gregory Co.	CONTRACT NUMBER: 7942	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 19, 1973	DATE WORK STARTED: October 25, 1973	ESTIMATED COMPLETION DATE: November 21, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 286	WORK DAYS USED / CALENDAR DAYS USED: 313
PROJECT AUTHORIZATION: $815,100.00	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 109
EXCLUSIVE OF ENGINEERING: $740,100.00	ENGINEERING AUTHORIZATION: $75,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,061,132.76	Exp. this week 727.00 / ENGINEERING COST TO DATE: $74,882.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION inc. Engr: 97
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~: 30%	PERCENT OF AUTHORIZATION: 99.8%	DATE PROJECT WAS COMPLETED: November 21, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Bin Wall	Misc. Items Guard Rail Etc.
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.68	0.68			0.68
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.68	0.68			0.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)	160,000 CY	1,900 Tons			3,400 Tons
TOTAL QUANTITIES CORRECTED TO DATE	165,370 CY	1,774 Tons			2,966 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	165,370 CY	1,774 Tons			2,966 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Work Days CAUSE OF DELAY
SUNDAY	Partly Overcast-Cold			
MONDAY	2" Snow Clearing-Cold			
TUESDAY	Clear-Cold			
WEDNESDAY	Clear-Cold			
THURSDAY	Clear-Cold			
FRIDAY	Clear-Cold			
SATURDAY	Clear-Cold			

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
JAN 7 1975
CONSTRUCTION SECTION

GLEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See remarks.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Two men working in the office on the semi-final estimate.

P.A. No. 4 is presently being processed thru the department. This P.A. is for settlement of all claims against the project.

Quantities on the front of this weekly have been corrected to reflect this Settlement.

cc: Const (2)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7942

J

RECEIVED
E HWY ENGR
NOV 26 74
REFER TO
Coulter
FOR
Info | Invs | JD | DIR | Sign | Act

ARMCO STEEL CORPORATION

METAL PRODUCTS DIVISION

ARMCO

ADDRESS REPLY TO:
[illegible]
Continental Natl Bk Bldg
Englewood, Colorado 80110

November 22, 1974

CERTIFIED MAIL NO. 921170
RETURN MAXXX RECEIPT REQUESTED

W. H. Gregory
2105 S.E. 109th Avenue
Portland, Oregon 97222

As required by Section 279.526(2) of Oregon Revised Statutes we hereby notify you that we have furnished or will furnish material to your subcontractor;

Service Steel Erection Co., P.O. Box 37
Kemo, Oregon 97627

9-5-74 Invoice 00-09-0037 for $545.94 covering galvanized bin type retaining wall parts for
CONTRACT: Oregon State Highway Contract #7942

ARMCO STEEL CORPORATION
Metal Products Division

R. W. Sanders

R. W. Sanders
District Representative
Credit-West

cc: Oregon State Highway Division CERTIFIED MAIL, (921171)
Highway Building, Salem, Ore 97310 - RRR

RECEIVED
NOV 27 1974
Office of
Assistant State Highway Engineer

11-27-74 orig to John Bond

RECEIVED
NOV 27 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7942 — HP — J

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Modoc Point (Units C & D) Date November 15, 19 74

Highway The Dalles-California Contract No. 7942

County Klamath Prefix 18-1155

Contractor W. H. Gregory Co. F. A. Project No. State

Address 2105 S.E. 190th Ave. Portland, Oregon 97233 Order No. 1 (Suppl.)*1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Participate in flagging costs

Location by station numbers:

Sta. 499+50 to Sta 1155+00 (Thru-out Project)

Estimate of quantities and cost:

States share	(60%)	E.W.O. No. 1	$ 9,000.00
"	"	E.W.O. No. 1 (Suppl.)	34,000.00
		Total	$43,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flagmen will be required during construction for traffic safety. $9,000.00 of this amount was provided for in the project Authorization under anticipated items.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 815,100.00
Present estimate of project cost, including $ 34,000 for work under this order	$ 864,295.87
Expected ~~under-run~~ over-run amount	$ 49,195.87
Expected ~~under-run~~ over-run per cent	6

Space to right of this line is for use of Salem Office

Submitted by: E. J. Dunn
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved
Construction Engineer

SP*67866-734

A15

7942

FORM 81 734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 24, 1974

FILE: CON 5 #7942

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Modoc Point
Contract No. 7942

TO: H. S. Coulter
Assistant State Highway Engineer

Carl Williams and Bob Sandmann discussed status of this job in our office Tuesday. The railroad charges have reached an amount ($60,000 ±) such that when the contractors additional portion is deducted from current estimate there would be no net payment left. The job is within only a week or so of being completed and contractor has indicated to Williams this would leave him in a financial bind. Our discussion was on the question of legitimate ways to generate a payment to contractor that would permit prompt completion of the project. State assuming more railroad charges gets related to other items. The straightforward way is to make an interim adjustment on the overrun excavation quantity. We have evidence that the significant overrun quantity has been a loss item to the contractor at the bid price of $2.00 per cu. yd. An interim adjustment of $.50 per cu. yd. on the overrun excavation only is proposed. This would amount to some $35,000 ± and would be within existing authorized funding. Jack Sollis sees no objection. Keasey concurs. Unless you have some objection, we will move as indicated above.

JAB:fr

Approved 10-29-74
H S Coulter
Asst. State Hwy. Engr.
by Brad

RECEIVED
OCT 2 . 1974
Office of
Assistant State Highway Engineer

7942

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Project Authorization**
Modoc Point (Units C & D)
Contract No. 7942

A second increase in this project authorization is requested. The project covers flattening long, high slopes with benches and a fall-out area at the bottom to try to reduce hazard to traffic from falling rock. It is being done in the presence of both highway and adjacent railroad traffic. The project is now about 70 percent complete. The project has been plagued by a slow rate of production and a further increase in the excavation quantity. These factors cause an increase in flagging and railroad protective costs. The present outlook is for an additional overrun of 49,000 cubic yards of excavation.

Contract price for this excavation is $2.00 per cubic yard so this one item accounts for $98,000 of this new overrun request. Adjustments in railroad protective and flagging costs make up the balance of the additional funding needed, so our request is for an increase of $178,600, to a new total authorization of $815,100.

This will be on the agenda for your consideration at the September 25 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
Carl Williams
Gary Sund
Bob Whipps

JAB:fr dpy

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 17, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Modoc Point (Units C & D)
Contract No. 7942
Request for Authorization

A second increase in this project authorization will be required. At its' June meeting, the Commission approved a 22.4 percent overrun based on extra work order rock removal and what was then estimated to be a 25,000 cu. yd. overrun in excavation plus an expensive unanticipated temporary power line move.

The project is now only about 70 percent complete and we have just recommended to you a 61-day extension of the contract time which would run to late October. The project has been plagued by a slow rate of production and a further increase in the excavation quantity. These factors cause an increase in the contractor's temporary protection costs and the related State's share of flagging costs and the railroad protective costs. The present outlook is for an additional overrun of 49,000 cu. yds. of excavation. This anticipates an over-all total quantity of 160,000 cu. yds. (versus a contract quantity of 86,000 cu. yds.) A more detailed description of the reasons for this overrun are given in the attached August 23 letter from the resident engineer.

Contract price for this excavation is $2.00 per cu. yd. so this one item accounts for $98,000 of this new overrun request. We are submitting it on the basis of contract prices at this time and are not allowing for possible claim settlement or adjustments in the contractor's favor that may evolve. The contractor has given us notice of claims in this respect. Authorized or anticipated adjustments in railroad protective costs and flagging costs make up the balance of the additional funding ($89,600) needed, so our request is for an increase of $178,600, or 30 percent, to a new total authorization of $815,100.

Rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
SEP 18 1974
Office of
Assistant State Highway Engineer

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
August 23, 1974

RECEIVED
REGION IV BEND
AUG 26 1974
RCE
Assigned
RE
RME
RCE
RDE
RDE
RTE

To: Mr. C. M. Williams
Regional Engineer
Bend, Oregon

SUBJECT: Modoc Point (Units C & D)
Contract No. 7942
Klamath County
Project Expected Overrun

Attention: R. C. Pool, Ass't Regional Engineer

As we have discussed on previous occasions the project will overrun the Authorization a considerable amount and to cover this overage I am submitting an Expected Overrun of Project Authorization.

This is the second expected overrun submitted for this project. The first expected overrun was for an additional $114,843.20, which was submitted in May 1974.

The main item that creates this overage is the General Excavation Quantities, which in turn increases Temporary Protection, Flagging, Railroad Protective Costs, Contingencies and Engineering.

The bid item for general excavation was originally 86,000 cubic yards. This was increased to 111,000 cubic yards on the May expected overrun. After the 'D' unitgeneral excavation was completed the Aerial Remeasure showed we had excavated 80,600+ yards. The as sloped staked quantity for the 'D' Unit was 50,200 cubic yards. But in this section there were two chutes that ran up the face of the area to be excavated. This section was designed for a three bench section. The contractor completed the excavation down to the first bench and then we had our field personnel set slope stakes for coming on down to the second bench.

At this time we learned the two chutes were in conflict and would not allow the contractor safe access to portions of the areas to be excavated. To provide the contractor access with his equipment it was necessary to re-slope stake, which narrowed the design bench width but did allow the contractor ample footing to excavate the area as primarily designed. It was necessary to alter all three benches in this manner and consquently this caused an overrun of 30,400 cubic yards in the 'D' Unit alone. The same thing occurred in the 'C' Unit and although this section is not completed it is estimated this later section will entail 79,400 cubic yards for a total excavated quantity for the project of 160,000 cubic yards.

Prior to the re-staking to allow the contractor sufficient footing for his equipment a considerable amount of research and study was done and it was learned the two chutes did not show up on the x-sections or any place else so the original designer was unable to accurately design the project to meet the terrian.

To determine the monetary amount of this overrun I computed it as follows:

Temporary Protection: This is based on a straight percentage rate. For the original 86,000 yards, as contracted, the contractor bid $22,000. The estimated 160,000 yards of excavation is an overrun of 86 percent. The original $22,000 for this bid item times 186 percent totals $40,920 and I rounded this to $42,000.

General Excavation: On the May 1974 overrun request submitted we estimated the project general excavation quantity to be 111,000 cubic yards, this was prior to the aerial flight. This represents an overrun of 29 percent which we feel the contractor should be paid for at his bid price of $2.00 per cubic yard. For the remaining 49,000 cubic yards we know the contractor is going to request additional compensation and I feel $4.00 per yard would be a justifiable price, so this would mean an increase of $196,000.

No! Reduce to $2 = EQ

Our cost analyst section made a study of the contractors operation in August 1974 and they computed the contractors cost per yard to

excavate was near $6.00. I don't feel the $6.00 is a justifiable price as the contractor's operation is and has been very inefficient while excavating this 'C' Unit. Our production in the 'D' Unit was in the 5 to 6 thousand yards per week catagory. Excavation in the 'C' Unit has been considerably less. Presently the contractor is averaging from 2,000 to 2,500 cubic yards per week. So based on this, what I feel is an inefficient operation, I think the $4.00 is a realistic figure and the $6.00 is due to poor production by the contractor.

Flagging: Presently we have expended $27,000+ for this item thru the month of July. It is anticipated the project will require three months to complete. Our flagging cost per month is near $4,000 and this times the three months equals $12,000 plus our $27,000+ totals $39,000+ which I rounded to $40,000.

Railroad Protective Costs: The States portion of this cost was originally $8,900. This was later corrected to $17,500 by a State Force Order as the original $8,900 was in error. So our current obligation for the railroad cost is $17,500 but I am certain that due to this overrun of excavation quantities that the Gregory Firm will submit a claim for reimbursement of a portion of the additional railroad cost. The manner in which I arrived at the railroad costs we will be back-billed for is as follows: The contractor completed excavation of the 111,000 yards near July 1, 1974. We are anticipating the project will be completed October 30, 1974. This is a four month period and the railroad protective cost is $9,900 per month. This is an additional $39,600 plus the authorized $17,500 totals $57,100. This is an extremely high figure but I am certain this is how the contractor will react.

Contingencies: I have merely taken the normal 4½ percent to allow for the unexpected.

Engineering: The $75,000 is an estimate only, and includes the time I figure it will take to complete the Semi-final for the project.

E. J. Dunn
Resident Engineer

7942

September 16, 1974

W. H. Gregory Company
2105 S.E. 190th Avenue
Portland, OR 97233

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7942 for work on Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

Careful consideration was given to the reason you submitted and other factors. In light of the available facts, an extension of 61 days in granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher

fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 10, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Modoc Point (Units C & D)
Contract No. 7942
Request for Time Extension

W. H. Gregory Company requests a 61-day extension of their contract time because of alleged fuel scarcity early in the project time. The contract is dated September 19, 1973; work started over a month later, October 25, but the contractor documents that his first bulk delivery of fuel in the project area was not until January 30, 1974. The time count on the project started on October 1, 1973 and the contractor derives his 61 days as being all the time counted in 1973 (up to the December 1 dormant period when the calendar work day count stops).

The fuel shortage reason appears to be fairly well documented in the request. Another reason that would ordinarily justify extension is the presently estimated 86 percent overrun in the excavation quantity. The contractor may have deliberately avoided using that reason now to try to avoid any limitation imposed by the last paragraph of 108.09.

The 225 calendar work days allowed expired August 22, so the project is now on liquidated damages at the rate of $100 per day. The project is now about 85 percent completed with completion estimated for late October. The 61-day extension requested would run to about October 26. We concur with the field recommendations recommending the 61-day extension.

This is a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7942 Contractor W. H. Gregory Co.

Highway The Dalles-California

Section Modoc Point (Units C & D)

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

The contractor was unable to obtain fuel required to carry on construction activities. Attached documents outline steps taken by the contractor to obtain fuel. First delivery of fuel allocation was not made to job site until January30, 1974. By this time, 61 calendar work days had been charged against the contract.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7942
Project designation	State (State-Federal)
Date awarded	September 19, 1973
Work started	October 25, 1973
Per cent completed	82 (Date) 8-5-74
No. of Workdays Allowed	Calendar 225
No. of Workdays Used	Calendar 209
No. of Added Workdays Requested	Calendar 61

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 1, 1974.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 286 days, within which to complete our Contract No. 7942, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Fuel Allocation by the U. S. Federal Energy Office was not granted until January 1974 by telegram of December 19, 1973 and delivery of first allocated fuel was not made to jobsite until January 30, 1974. Letter to Resident Engineer dated July 29, 1974 contains details.

Respectfully submitted,

W. H. Gregory Company
Contractor

By W. H. Gregory, Owner

CONSENT OF SURETY

Date August 1, 1974

We, Safeco Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William K. Thie
Attorney-in-fact

(SEAL)

Corroon & Black
Resident Agent

FORM E-30 #7942

"C" & "D"

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE August 12, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Modoc Point-Shady Pine Road
The Dalles-California Highway
M.P. 265.7 to M.P. 267.1
M.P. 262.3 to M.P. 262.8

I have made a cost-benefit analysis of proposed projects Unit "A" and Unit "B" on The Dalles-California Highway south of Modoc Point. As a result of this study, it is recommended that neither of these two projects be funded from Title II.

Unit "A" is the longest section with slightly over one mile to be improved. The cost of this improvement, which should eliminate falling rocks, is estimated at $1.2 million. In 1973 there were 5 accidents reported in this area with 6 injuries and one fatality. It is unlikely that more than 2 or 3 of these accidents could have been prevented by this project. The present patrol cost for the 7 months of the year that this area is patrolled is $34,374. The resulting benefit-cost ratio of 0.33 puts this project is a very low priority as a safety project.

Unit "B" is a project of about one-half mile in length. The estimated construction cost is $336,000. The present cost for patrolling this area is $12,276 per year. There were no accidents reported in this section during 1973. The resulting benefit-cost ratio of 0.27 makes this project unwarranted.

NOTED
E. S. HUNTER 8-14-74

cc Rubin
Wolfe
Williams
8-14-74

RECEIVED
AUG 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GE:kw
Attachment

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 18, 1974

FILE:

FROM:

SUBJECT: Reconnaissance Estimates
Units A and B
Modoc Point-Shady Pine Road
The Dalles-California Highway
Klamath County

TO: Mr. Victor D. Wolfe
Location Engineer

The field requested an Order for State Force Work in the amount of $99,125 ($100,000) to purchase and stockpile GM shoulder barrier for Units A and B on the subject section. This would require construction of a fallout area, shoulder widening and paving, and construction of an earth berm behind the shoulder barrier as money and manpower permitted.

The lengths of the units as submitted by the field are: Unit A - 6,462.5 feet; Unit B - 3,450 feet. Location Section cost estimates for construction of these units, made in 1972, were $783,000 for Unit A and $183,000 for Unit B and their lengths, respectively, 5,400 feet, plus or minus, and 3,000 feet, plus or minus. These lengths were based on the estimated required length of fallout areas. The field lengths were estimated on the amount of GM barrier required to replace an existing dry masonry wall which is in a broken-down and deteriorating condition.

The 1972 estimates were revised to reflect current construction costs and additional items added to correspond to the recent construction activities on Units C and D which were contracted. The current estimated costs for Units A and B are, respectively, $1,170,000 and $320,000. Costs for widening the shoulder, paving it and installing GM shoulder barrier to eliminate the rest of the dry masonry wall were estimated at $37,000 on Unit A for 1,062.5 feet and $16,000 on Unit B for 450 feet. These added to the updated costs for Units A and B result in total estimated construction costs of $1,207,000 and $336,000, respectively.

A major item of cost with Unit A is approximately 210,000 cubic yards of excess material. This unit is directly adjacent to the railroad thus an alignment shift westerly or vertically is ruled out because of the constriction.

Mr. Victor D. Wolfe
Location Engineer

Unit B design features both an alignment shift westerly and vertically to reduce excess excavation. There are two areas where an existing berm between the highway and railroad will have to be reduced to provide width and would require a construction easement from the railroad. If this is deemed unfeasible, then the line and grade could be adjusted back toward the existing. Due to the steepness of the slope through these areas, the excess excavation would be increased an estimated 40,000 to 50,000 cubic yards. The estimated cost per yard is $3 so this would increase the cost of this unit by (3 x 40,000 [conservatively] cubic yards x 20% E & C x 5% mobilization) $151,000 or approximately 50 percent.

Both units were computed on the basis of the typical section used for units C & D which feature 12-foot lanes, 4-foot shoulders, GM shoulder barrier with berm, and a minimum 20-foot fallout area behind the shoulder barrier.

W. N. Hackleman

W.N. Hackleman
Location Design Engineer

DRB:jp

7942

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
Modoc Point (Units C & D)
Contract No. 7942

An overrun of the original $512,656.80 project authorization is apparent for this grading and paving project in Klamath County. W. H. Gregory is the contractor. The estimated cost is now $627,500, an increase of $114,843.20 or 22.4 percent. This State project was approximately three-quarters completed as of June 8 and has an estimated completion date of July 30, 1974.

The design of the cut slopes were changed to allow safer operation which increased the amount of general excavation. Removal of unsafe rocks above the cut slope as extra work and unanticipated adjustments of a power line also increased the project cost substantially. Performance of the added work and the close proximity of traffic through the project increased the cost of flagging.

I ask your approval of the increase in the project authorization to a new total of $627,500.00.

This matter will be on the agenda for the June 26 meeting.

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Carl Williams
V. L. Gallagher
Gary Sund
Bob Whipps
C. W. Head
George M. Baldwin

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 18, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Overrun of Project Authorization
Modoc Point (Units C & D)
Contract No.7942

An overrun of the original $512,656.80 project authorization is apparent for this grading and paving project in Klamath County. W. H. Gregory is the contractor. The estimated cost is now $627,500, an increase of $114,843.20 or 22.4 per cent. This State project was approximately three quarters completed as of June 8 and has an estimated completion date of July 30, 1974.

The design of the cut slopes were changed to allow safer excavation which increased the amount of general excavation (Bench width was reduced to provide more working width for dozers). Removal of unsafe rocks above the cut slope as extra work and unanticipated adjustments of a power line also increased the project cost substantially. Performance of the additional excavation and the manner in which the contractor pursued the project resulted in the need for additional flagging. Increased engineering costs were incurred due to the above work and to the fact that the contractor was working ten hour shifts.

I recommend the project authorization be increased to a new total of $627,500.00.

A rough draft letter to the Oregon Transportation Commission is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

#7942

June 12, 1974

H17.5

Mrs. Herbert E. Jones
5737 Denver Avenue
Klamath Falls, OR 97601

Dear Mrs. Jones:

Your letter enclosing a copy of Mr. Jones' note to Resident Engineer E. J. Dunn was received along with a letter from Mr. Joe French, Legal Counsel for the Oregon Log Truckers Association.

Attached is a copy of our reply to Mr. French, which we believe will answer your questions concerning the delays on our construction project on US97 north of Klamath Falls.

Thank you for furnishing us a copy of your husband's letter.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

Attachment

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
Carl Williams "

5737 Denver Avenue
Klamath Falls, Oregon 97601
May 22, 1974

Oregon State Highway Department
140 State Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed is a copy of a letter to the Local State Highway Engineer, which is self explanatory.

We wanted you to be aware of the situation.

Sincerely

Herbert E. Jones

Herbert E. Jones
byMrs. Jones

a & I
making file
Hen. file
SP3

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAY 23 74
REFER TO
Courtesy
FOR
Act
File

RECEIVED
MAY 24 1974
Office of
Assistant State Highway Engineer

5737 Denver Avenue
Klamath Falls, Oregon 97601
May 21, 1974

Oregon State Highway Department
Mr. E. J. Dunn, Res. Engineer
2557 Altamont Drive
Klamath Falls, Oregon

Dear Sir:

On April 17, I wrote a letter to you complaining about undue traffic hold-ups at the construction site on highway 97 North of Klamath Falls.

We appreciated your prompt reply acknowledging this inconvenient and costly delay. However, we have seen no appreciable change in your operations.

We are being stopped and held up as many as four times to get clear through the construction area. This is costing the truckers hundreds of dollars per day in lost loads and overtime. After many hours of watching this operation, we can see that it is poorly organized.

We understand the contractors problems and realize the work has to go on. The truckers can see ways it could be improved and, being experienced in moving traffic, we would be glad to have representatives meet with you to make plans and arrangements to speed up the flow of traffic.

Unless this problem can be resolved here, our only alternative will be for us (the truckers) to make a concerted effort with our attorney, to bring about the desired results to our mutual satisfaction.

Thank you for your attention to this matter.

Sincerely

Herbert E. Jones
Log Truck Owner-Operator

cc: Oregon State Hwy Dept., Salem

17942

418.J

June 12, 1974

Mr. Joe French, Legal Counsel
Oregon Log Truckers Association
P. O. Box 2167
Salem, OR 97308

Dear Mr. French:

In March and early April of 1974, we did have many difficulties in traffic control and coordination at the Modoc Point construction site.

As you know, the location of the railroad, the highway, and the steep hillside make operating room tight, and extreme care must be exercised in the early stages of construction. The dumping area operation was ragged and disjointed, but since April 12 the overall delays have been reduced substantially.

It is not possible to construct this safety improvement without interrupting the flow of traffic. We appreciate the inconvenience to your loggers as they make several trips a day through the project and any delay can amount to a considerable loss of time and revenue because of these multiple trips. I assure you that we have taken many steps to reduce the waiting time and we will continue to try to reduce the delays.

Our Resident Engineer, E. J. Dunn, has contacted log truck owner-operator Herbert E. Jones. Mr. Dunn will solicit his views and suggestions for further improving the traffic flow.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
Carl Williams

CAW:mr/HSC:ia ja

FORM 735 (1-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
June 3, 1974

RECEIVED
JUN 4 1974
RTE

To: Mr. C. M. Williams
Regional Engineer
Bend, Oregon

SUBJECT: Modoc Point (Units C & D)
Contract No. 7942
Klamath County
TRAFFIC DELAYS

Attention: R. C. Pool, Ass't Regional Engineer

I am in receipt of the letter from the Oregon Log Trucks Association regarding traffic delays on the subject project, as written by Mr. Joe French, Legal Counselor.

Prior to April 12, 1974 at which time we held a meeting with Mr. Gregory, which you were in attendance, we were having traffic control problems and some unreasonable delays.

To my knowledge the longest delay was 35 minutes. The Superintendent was notified that 35 minutes was to long a period to hold traffic and to correct the situtation, he has partially complied.

After the as mentioned April 12th meeting, where traffic control was one of the main items discussed, the contractors traffic control improved immensely. The contractor gave the flagmen in the excavation area two-way radios and instructed them to hold traffic 15 minutes then clear the area in the remaining 5 minutes as a total of 20 minutes is our specification. Then out on the fill area he built pads off the shoulder so the trucks could be completely off the highway when dumping. This worked very well and the only holdup was when the trucks were turning around to return to the cut area. This usually only took one or two minutes but in no instance would exceed five minutes. This means the traveling vehicles could possibly be held 25 minutes thru-out the project. Not 45 minutes as mentioned in Mr. French's letter.

Our present traffic control is very good. In the 'C' Unit excavation area the flagmen are holding traffic 15 minutes while the dozer is excavating and pushing material from the high cut. This is a must for safety. After the 15 minutes delay the traffic is cleared and this takes two or three minutes.

On the fill area I have timed the holdup several times and this is taking from 1-minute 30 seconds to 2-minutes. So overall the delay time thru the project is possibly 20 minutes.

I realize it is an inconvenience to the loggers as they make several trips a day thru the area and are subject to a 20 minute delay each way. This could amount to a considerable amount of lost time and possibly eliminate one or more loads which would add additional financial loss to them.

I have been in contact with a Mr. Jones, who is a local logging operator, and have agreed to discuss the traffic movement at any time. To date we have not had this meeting. I feel at this time that traffic is being handled in the most efficient manner it can be thru this type of grading adjacent to the highway.

E. J. Dunn

Resident Engineer

OREGON LOG TRUCKERS ASSOCIATION

LEGAL DIVISION

Joe French
General Counsel

P. O. Box 2167
Salem, OR 97308
503 - 364 - 5168

May 23, 1974

Oregon State Highway Division
Highway Building
Salem, OR

ATTENTION: Mr. Klaboe

RE: Highway 97, North of Klamath Falls

Dear Sir:

I am writing to you on behalf of our members who reside in the Klamath area. There has been numerous complaints regarding the undue traffic hold ups on the construction site on highway 97, north of Klamath Falls, Oregon. As I understand it they are cutting back the bank and traffic has been held up for at least 45 minutes on occasions. As I understand it there would be two or three hold ups of ten to fifteen minutes as a truck proceeds through the construction site. Also it would appear that it is possible that the trucks could be parallel to the road instead of being out in the road thus blocking traffic entirely.

Isn't there some way that this situation could be remedied? As you know our log truckers have to make their living basically during these months and any undue hold up seriously jeopardizes their financial position.

We would appreciate your earliest attention to this matter.

Yours truly,

OREGON LOG TRUCKERS ASSOCIATION

Joe French
Legal Counsel

JF/sr

RECEIVED
MAY 29 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 28 '74
REFER TO
Coulter
FOR
Info | Invest | Ck | Dir | Sign | Act | File

See also #417

A E J
cy TBK

7942

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

April 26, 1974

323-3

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Regarding previous correspondence concerning Modoc Point Unit C & D Section, Dallas-California Highway, Klamath County, State Contract 7942.

Attached is a letter from W. H. Gregory, contractor on the project, which was transmitted to our Dunsmuir Engineering Department. It appears as though Mr. Gregory is unhappy with the railroad protection provided by our personnel since he may be expected to pay for a portion of it. He also feels that if our Engineer Inspector, Mr. G. Odegard, would be provided with a radio so he could communicate with trains, it would be unnecessary to use the number of men presently being used. However, flagmen would still be necessary as, according to our rules and regulations, we cannot flag by radio alone.

Mr. Odegard, prior to placing the additional men on the project, called Mr. R. L. Johnston of our Engineering Department in Portland, concerning this matter, describing the operations of the contractor and the possible hazards to our property and operations. He was informed to do whatever he felt necessary to protect our property and train movements.

It is also pointed out in the special provisions, that this would be the case as you know, and as was discussed with Mr. Johnston in a recent phone conversation with him.

We will, therefore, continue our operations in this matter and at the discretion of Mr. Odegard as he is in charge of this project and it is his responsibility.

Yours truly,

xc: H.S. Coulter all w/attach.
C.T. Keasey.
Carl Williams
E.J. Dunn.
V.E. Skook

Attch.

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

NOTED
J. E. CHIDSEY

323-3

W. H. GREGORY COMPANY

2105 S.E. 190TH AVENUE PORTLAND, OREGON 97233 503/665-4189

April 5, 1974

Southern Pacific Transportation Co.
5750 Sacramento Street
Dunsmuir, California 96025

Attention: Mr. Joseph M. Kelby

Re: Modoc Point
OSHD Contract No. 7942

Gentlemen:

This letter will confirm the protest filed by our superintendent at the jobsite concerning excessive flagging of our operation by the railroad.

At the present time there are three railroad personnel assigned to provide railroad protection flagging of one cut area. We consider that this coverage is excessive and unreasonable. Therefore, we request that the billing for flagging be reduced to a maximum of one person for purposes of reimbursement by us. Our present operations are easterly of the highway and are below the angle of repose of the material being excavated when considering a line extending from the railroad to the cut area. Our operations are lowering in elevation daily and any possible hazard to the railroad is being reduced accordingly. In spite of this you have this week expanded this coverage from two to three men. We contend that this is not required and we contend that we should not be required to pay for this additional coverage.

During excavation operations westerly of the highway and between the highway and the railroad your supervision of our work was adequately handled by one man. There has been no instance of hazard to you occasioned by our operation in the more than six months we have been on the project. We have ordered additional radio equipment so as to allow your representative to be in continual direct communication with our excavation equipment and we have worked to provide visual secondary communication with

our excavating equipment so as to preclude the necessity of additional flagmen. There is an apparent lack of communication between your representative and your radio network. We feel that your cooperation in forming a communication tie with your representative would assist the discharge of his duties.

We request that your billing to the Oregon State Highway Department be reduced in accordance with this request on our part.

Very truly yours,

W. H. Gregory

W. H. Gregory:de

cc: Mr. G. Odegard
Southern Pacific Transportation Co.
P. O. Box 1568
Klamath Falls, Oregon 97601

7942

October 8, 1973

W. H. Gregory Company
2105 S. E. 130 Avenue
Portland, Oregon 97233

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7942 for work on the Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure
cc Safeco Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington 98105

bc C. T. Kassay
Walt Hart
L. H. Young
Attn Vince Gallagher
J. F Putnam
E. J Dunn

7942

bc: H. C. Coulter
C. Keasey
C. W. Head
V. F. Skoog
J. F. Putnam
E. J. Dunn

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 14, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

RECEIVED
SEP 17 1973
Office of
Assistant State Highway Engineer

ATTENTION: Mr. C. T. Babers, Superintendent

Gentlemen:

Modoc Point (Units C & D) Sect.
The Dalles-California Highway
Klamath County
SPTC File: 323-30-0-73-14

I received your letter of September 5, 1973 which, among other things, transmitted to me a copy of your estimate for cost of work to be performed by the railroad for protection services on the Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County. You are hereby authorized to proceed with the arrangements for performing this engineer-inspection and protective work as necessary on an actual cost basis. While there is no formal agreement between the Railroad and the State covering this project the standard agreement form will be followed insofar as the submission of your bills to the State for payment.

You asked to be advised when the contract has been awarded, the name of the contractor, and when work will be started. The contract has not been awarded as yet by the Transportation Commission, this will be done at their meeting on September 19. The apparent low bidder for this project is the W. H. Gregory Co., 2105 SE 190th Ave., Portland, OR 97233. When the contract is formally awarded by the State, I will notify you of this award. As to when the work will be started, until the contract is awarded this cannot be determined. As soon as this date is known, I will arrange to have the Resident Engineer in charge of the project contact you and advise you as to the date that the contractor anticipates commencing his operations.

Yours truly,

NOTED
H.S. COULTER

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:db
cc: Southern Pacific Transportation Co.,
San Francisco, California

7942

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701
August 6, 1973

To: J. H. Versteeg
Road Design Engineer
S A L E M

SUBJECT: Modoc Point-Shady Pine Road
The Dalles-California Highway
Klamath County
Bin Wall Design

FROM: J. F. Putnam
Regional Engineer

R. O. Havig

BY: R. O. Havig
Regional Design Engineer

Transmitting herewith is field data for Bin Wall on subject section. Resident Engineer E. J. Dunn has run x sections at the Bin Wall location and has determined that the design height as shown on the plans is not adequate. A proposed height is shown on enclosed map.

Please review and if our evaluation of this change is correct, we would like to get it incorporated into the project by a revision letter to planholders so that a Price Agreement would not have to be initiated.

If you have any question on this, please contact this office.

ROH:pw
Enc.

1 Versteeg V
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout KT

RECEIVED
AUG 7 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
F. ERIKSEN

7942

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 10, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Modoc Point (Units C & D) Section
The Dalles-California Highway
Klamath County

Dear Sir:

As you requested, enclosed is one copy of cross sections on Units C and D of the Modoc Point Section of The Dalles-California Highway in Klamath County. You also requested we supply you with a copy of our soils exploration data on this project. I have talked with the Soils and Geology Engineer, and he informs me that no exploration work has been performed on this project. The majority of the background data has been taken from the U.S. Geological Survey map which covers the area in question.

Please review the cross sections and the proposed plans which were provided you on May 7, 1973, as soon as possible and advise me of the SP's requirements in the way of Railroad Protective Insurance and any other provisions which you desire we make in the special provisions for this project.

If you have any questions or desire additional information, please contact me.

Yours truly,

NOTED
E. S. HUNTER

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.
bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
L. H. Young
J. B. Boyd
J. F. Putnam
J. W. Valentine

RECEIVED
MAY 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7942

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 4, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Modoc Point Section
The Dalles-California Highway

We could get FAP approval on this project. The Federal Highway Administration is not pleased with the substandard 4' shoulders but accepts them because of the rough terrain. They might question the surfacing depth but this should not present any problem.

JHV:jh

5-11-73
original to Young

Edit
any drawdown organizing
funds
EJH

RECEIVED
MAY 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7942

4

Salem, Oregon

April 10, 1973

Mr. J. F. Putnam, Region IV Engineer

Frank E. Terpin, Final Design Engineer

[redacted] Point Section
The Dalles-California Highway
Klamath County

As discussed in our telephone conversation this date, I am forwarding to you, for your review, prints of the cross-sections for Unit C of the subject project.

Also as discussed, we are concerned with the height of the cut without a fallout bench and use of a variable slope index which is, in a few cases, steeper than the 3/4:1 slope used in Unit D where fallout benches are provided.

Since we are attempting to make the May letting, will you please give us your recommendation as soon as possible.

FET:jn
Enclosure
cc: Fred Eriksen

Hall
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
APR 10 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Copy ☐
Do not File
Return
Bring Up ___/___/___
Other

7742

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 29, 1973

TO J. F. Putnam, Region IV Engineer

FROM Frank E. Terpin, Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

SUBJECT

Modoc Point Section
The Dalles-California Highway
Klamath County

As discussed in our telephone conversations of yesterday and today, we are proceeding with the design of the subject section providing for measurement and payment of excavation based on photogrammetric methods and with 60' vertical spacing between benches.

The use of the 60' spacing results in a reduction of excavation of approximately 20,000 cubic yards. The disposal pattern will be, as proposed, placing as much material in the northerly disposal area as possible and the remainder in the southerly area.

Photogrammetric Engineer F. P. Jeter requests that you contact him when you are ready to have him photograph the section for construction controls.

FET:jn
cc: C. T. Keasey
C. G. Swenson
Victor Wolfe
F. P. Jeter
Fred Eriksen

RECEIVED
MAR 29 1973
LOCATION SECTION

NOTED
R. HECTOR

REFERRED TO Hector for info
By Location Engineer

7942

March 20, 1973

The Honorable Sam Johnson
State Representative
107-H State Capitol
Salem, Oregon

Dear Sam:

I do appreciate the fact that you are a "hack of a good" PR man for us.

Enclosed is a copy of a letter sent to the Secretary of the Midland Grange on February 20 regarding the rock problem at Modoc Point. This was in answer to a copy of the resolution which was received before your letter arrived. I am happy that we were in a position to give a positive answer so quickly.

Sincerely,

George H. Baldwin
Administrator of Highways

GHB:fn

Enclosure - Ed Hunter's reply of 2-20-73

cc F. B. Klabee
A. E. Johnson
E. S. Hunter
Gary Ross

February 28, 1973

Mr. Leon Andrieu, Master
Midland Grange #781
Rt. 1, Box 992
Klamath Falls, Oregon 97601

Dear Mr. Andrieu:

I am in receipt of the Resolution offered by the Midland Grange concerning the danger of rocks on the highway, therefore, I have forwarded this letter to George Baldwin, Administrator of Highways.

I am sure that the Highway Commission is doing everything possible commensurate with the danger involved. As you know, their funds are limited. However, your Resolution will no doubt bring this particular situation at Modoc Point to their attention.

I am sure that you will receive from the Commission, a report concerning their activities in the local situation.

Sincerely yours,

Sam Johnson
State Representative

SJ:gv

cc: Mr. George Baldwin ✓
Administrator of Highways

RECEIVED
MAR 1 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
FOR

COPY

OREGON STATE HIGHWAY COMMISSION:

Whereas: Many serious accidents are caused from rocks rolling onto Highway 97 South of Modoc Point, Oregon.

Whereas: Most of the danger caused by the rocks could be eliminated by installing netting or other safety devices along the cliffs over the highway. This is being done in the states of Washington and California.

Be it resolved, that Midland Grange No. 781 requests the Oregon State Highway Commissioners to remedy this dangerous situation by installing the necessary safety devices.

Be it further resolved, that copies be sent to Governor Tom McCall; Senators Fred Heard and Lyn Newbry; Representatives Gary Wilhelms, Leigh Johnson and Sam Johnson; Klamath County Commissioners; and Klamath County Pomona Grange.

Midland Grange # 781

Leon Andrieu

Leon Andrieu, Master

Ida Scala Sec

Ida Scala, Secretary

Rt 1 Box 922

Klamath Falls, Ore

97601

7742

MODOC POINT - SHADY PINE ROAD

REPOINT ON SURVEY

County: Klamath
Highway: The Dalles-California

Prefix: 18-1495
February 1973

The purpose of this survey is to determine costs, prepare plans and specifications for upgrading four areas north of Klamath Falls on U. S. 97. These areas are a hazard to the travelling public because of the slides and random boulders falling into the travel lanes.

The overall length of this section is between mile points 258.5 and 267.1 or 8.6 miles. The four areas that require attention are listed below:

Unit 'A' M.P. 265.7 to M.P. 267.1
Unit 'B' M.P. 262.3 to M.P. 262.8
Unit 'C' M.P. 259.5 to M.P. 259.8
Unit 'D' M.P. 258.5 to M.P. 258.9

This does not include the two disposal area's which are between M.P. 254.3 and M.P. 257.4 and M.P. 263.2 to M.P. 264.4. At this time only Units 'C' and 'D' are being submitted and the report on survey will pertain to these two Units.

'C' and 'D' Units are tentatively schedule for construction in 1973. 'A' and 'B' Units are scheduled for a later date.

Originally the Salem location department worked up a quantity summary and cost estimate from aerial data.

The primary objective of this crew was to make a field check of the aerial data to determine its accuracy and to compile the location data. The centerlines were established and checks were made for both elevation and horizontal alignment. Both of these proved to check the aerial cross-sections remarkably close. Field elevations have been written on the x-sections to verify the accuracy.

The cross-sections show a penciled in stationing which does not correlate with the aerial data submitted from Salem. After field ties were made the stationing was changed to correlate with the original stations, as constructed in previous years. A mylar type detail map is being submitted which shows the previous "As Constructed" centerline, the R/W centerline and the proposed alignment change for Unit 'C'. 'D' Unit will not require an alignment change.

A separate straight line chart is being submitted showing the earthwork distribution and pipe installation area's. This chart is correlated by both stationing and mile points.

All work will be confined within the existing R/W. So it will not be necessary to purchase additional R/W for Units 'C' and 'D'.

One P.P. & L. pole is in conflict and will require adjustment. This pole, No. $\frac{26}{18}$, located in the 'D' Unit, has been referred to the utilities engineer and he is presently making arrangements for its adjustment. The pole is located within the existing R/W.

Unit 'C' will require a line change to eliminate an enormous amount of excavation yardage that would be involved without the line revision. To make this line revision it will be necessary to construct 375 feet of binwall due to the narrowness of R/W on the westerly side between the highway and the Southern Pacific Railroad. We have determined the length of the binwall to be 375 feet in length. The final design will have to come from the design section as our literature on designing binwalls is very limited.

Due to the narrowness and tightness for construction of the 'D' Unit a detour has been proposed which would shift the traffic towards the lake and railroad. Then between the traffic lanes and the construction area it is being suggested that a berm be built from available materials to protect the traffic. It is also being requested that no seperate payment be made for construction of this berm. The berm requires 1,111± cubic yards. Payment for this berm construction should be included in the unit price for embankment in place when the materials are incorporated into the disposal area.

It should be noted that prior to excavating the hillside the line revision for Unit 'C', the protective berm for Unit 'D' and the detour for Unit 'D' will have to be constructed first. If not there would be a great possibility of closing U.S. 97 or endangering the travelling public. For the 'D' Unit detour 2-inches of Class 'B' A. C. is being recommended. This entails 188 tons.

The combined units will require 3,450 lineal feet of Type GM rail along the easterly shoulder. The District Engineer has requested this GM rail not be doweled or keyed into the pavement so that at a future date when maintenance forces clean behind the rail a section can be removed and the opening utilized for equipment entry, etc. Good

Behind the GM rail it will be necessary to place an earth berm for protection against falling rocks. This earth berm computes to 1,290 cubic yards and should be paid for on an embankment in place measurement.

For the 'C' and 'D' units it is anticipated we will have 23,732 cubic yards and 59,144 cubic yards respectively for a total of 82,876 cu. yards of excavated materials.

Due to the granular nature of this material a factor of 1.25 swell has been used. The 82,876 cubic yards @ 1.25 = a total of 103,595 to be disposed of and should be paid for on an embankment in place basis in the area designated for a disposal area between M.P. 254.3-257.4 and M.P. 263.2-264.4. These miles points are north and south of the 'C' and 'D' Units. Cross-sections of the northerly area are included with the location. It is anticipated the materials can be utilized to build a 3rd and 4th lane for 3.1 miles north. A typical section for this northerly disposal area would be as follows:

Existing	2-12' driving lanes with variable width shoulders
Proposed	4-12' driving lanes with 10' shoulders and 6:1 surfacing

The surfacing would be done at a later date and we have allowed one foot thickness for surfacing. This disposal area will require extending the drainage pipes. The pipes and there disposition are shown on the straight line chart and x-sections.

The south disposal area, M.P. 263.2-264.4, was not cross-sectioned except for one typical section. It is anticipated that we can widen

the east side of the highway more than enough for a third lane. This is shown on the Typical Sections. This area is being designated because of the surplus of materials from the 'C' and 'D' units.

In addition it is anticipated the Modoc Railroad Crossing will be contracted at some future date and we should stockpile enough materials at this time to construct the crossing, which will require nearly all embankment. Cross-sections of this area were not taken. It is the judgement of this office it will take approximately 6,000 cu. yards and we will insure there is sufficient materials stockpiled to construct this crossing at a later date.

The 'C' and 'D' Units, have been overlayed within the last two years and it is the judgement of this office that the existing shoulders should not be cut out because there is no evidence of failure. The existing shoulders have approximately four inches of A.C. The Salem location unit had designated they be cut out. It is also the judgement of this office that the 2-inches of A.C. to be placed should be adequate to support the GM rail which has a weight of approximately 340 pounds per running foot.

The proposed construction project parallels the Southern Pacific Railroad and because we will be working adjacent to the railroad the contractor will be required to obtain railroad insurance and the OSHD will undoubtably be required to pick up the tab for railroad inspection.

Unit bid prices have been obtained from the cost department.

During construction operations the handling of traffic is going to be very critical. In addition to setting up a monetary amount for flagging a proposed signing diagram is being submitted and it should be noted this would be minimum. In addition to the proposed signing the contractor will be required to have the standard portable type signs in his immediate work area. The signing diagram is a suggestion only and subject to any recommendations.

As the handling of traffic will be a crucial factor it may warrant that a maximum speed limit of 35 M.P.H. be established thru the Highway Commission.

Due to the line revision for the 'C' unit there will be some of the existing A.C. remaining between the GM rail and the toe of the slope. This A.C. should be left in place and would work as an apron for maintenances forces when working on cleanup.

There are three short runs of existing guard rail that will require removal. This rail does not have any salvage value and the contractor can dispose of accordingly.

Specifications Or Special Provision Inserts

Prior to starting slope excavation:

Construct 'C' Line Revision
Construct 'D' Line Detour
Place 'D' Line earthberm

The material for backfilling the binwall should be a free draining material. For example drain rock specifications would be applicable for this backfill.

The material for backfilling the GM Rail would not require compaction and care should be exercised to eliminate any large boulders from coming in direct contract with the concrete rail.

For the P.M.B.B. and A.C. it is being requested the liquid asphalt be included in the bid and not a seperate pay item.

It is being requested that no seperate payment be made or bid item established for constructing the saftey type berm for the 'D' Unit. This berm requires 1,111 cubic yards. Payment would be made when the materials are placed in the dispersal area or disposed of at the engineer's direction within the project limits.

There is very little trench excavation involved. Due to the low volume it should be noted there will not be any seperate pay for trench excavation.

L. J. Dunn
Res. Engineer

7942

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 22, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Project Finance Approval**
Modoc Point Section
The Dalles-California Highway
Klamath County

There are four rockfall areas that have been creating a safety hazard between Modoc Point and Shady Pine Road on The Dalles-California Highway in Klamath County. A problem of this magnitude cannot be solved immediately. However, as an interim measure, overhead signs and warning signals will be installed to warn motorists until contracts are let.

Two units of this rockfall area have been selected for contracting in May. The work (covering 0.64 mile) will involve constructing 20- to 30-foot fall-out areas, slope benches and GM rail and the total estimated cost for construction is $450,000.

I recommend contracting this project as soon as possible and request your authorization to proceed utilizing State Construction funds.

This matter will be on the agenda for your consideration at the March 6 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. E. Skoog
L. H. Young
F. L. Hall
V. D. Wolfe
J. B. Boyd
J. F. Putnam
Don Byard
Gary Ross
Gary Sund

BLG:dg dpy

7962

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 20, 1973

To: Mr. Victor D. Wolfe
Location Engineer

SUBJECT: Modoc Point-Shady Pine Road
The Dalles-California Highway
Klamath County
Project Costs

This is a report of the difference in estimate of costs on the subject project. An attempt is being made to present an objective report of the problems involved, not a series of excuses.

Following is a categorized list of the differences.

Change of Project

The field wanted to haul waste material northerly to widen the fills; the original proposal was to go south. Additional drainage items are required. Cost, $10,000

Engineering Error

The height and length of binwall were increased. This office was working from a contour map; the field had better information. Cost, $16,000

At the time we estimated the project, policy was not to include the item "Mobilization" with projects under $500,000. The field did. Cost, $20,500.

The field engineers judged some of the aerial cross sections not representative of the actual situation and allowed additional yardage. Cost, $10,000.

Engineering Opinion

The original estimate was made on the basis that the excavated material would swell very little when placed in the originally selected fill location, which is the point at which the material is measured. Also, a cost of $2.00/c.y. was used. This detail was checked with the costs and soils people. The field engineers allowed a 25% swell factor and a slightly higher unit cost. Cost, $82,500.

NOTED
VICTOR D. WOLFE

SP 92479-734

Additional items of flagging, railroad protection were added. These items were checked with the approriate Sections and amounted to $16,000. Original estimate included this in the 40% E & C and slide correction allowance. This was added to the field estimate. Cost, $19,000.

A number of the unit cost figures were raised. The cost estimaters changed their minds. Cost, $17,500.

The items of E & C and slide corrections were based on a smaller subtotal cost of the original estimate. Basing this on a higher subtotal cost increased the total. Cost, $75,000.

Some of the items listed under "Engineering Opinion" might be thought of as embellishment. I am attaching a copy of the letter concerning mobilization. This office should be advised of this kind of detail in the future.

The above figures total $250,000.

It is recommended that additional monies be set up to cover the following:

Extend project northerly	$ 10,000
Correct allowance for retaining wall	16,000
Mobilization	20,500
Correct earthwork	10,000
Subtotal (additional)	$ 56,500
Existing scheduled	420,000
Total	$ 476,500
Rounded	$ 480,000

R. D. Hector
Office Location Engineer

RDH:mc

Attachment

7942

February 20, 1973

Ms. Ida Scala, Secretary
Midland Grange No. 781
Route 1, Box 922
Klamath Falls, Oregon 97601

Dear Ms. Scala:

This will acknowledge receipt of the resolution adopted by the Midland Grange pertaining to the hazard of falling rocks on Highway 97 south of Modoc Point.

We are pleased to advise you that funds are available for work which will eliminate the two worst problem areas south of Modoc Point. It is planned to let the contract early this summer which should allow the work to be completed before next winter. In the meantime, regular truck patrols will be maintained as needed.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
J. F. Putnam

REFERRED TO
4 amin
BY SECRETARY

Johnson
Atkinson

OREGON STATE HIGHWAY COMMISSION:

Whereas: Many serious accidents are caused from rocks rolling onto Highway 97 South of Modoc Point, Oregon.

Whereas: Most of the danger caused by the rocks could be eliminated by installing netting or other safety devices along the cliffs over the highway. This is being done in the states of Washington and California.

Be it resolved, that Midland Grange No. 781 requests the Oregon State Highway Commissioners to remedy this dangerous situation by installing the necessary safety devices.

Be it further resolved, that copies be sent to Governor Tom McCall; Senators Fred Heard and Lyn Newbry; Representatives Gary Wilhelms, Leigh Johnson and Sam Johnson; Klamath County Commissioners; and Klamath County Pomona Grange.

Midland Grange # 781
Leon Andrieu
Leon Andrieu, Master
Ida Scala
Ida Scala, Secretary
Pt 1 Box 922
Klamath Falls, Ore
97601

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO
Hunter
FOR
Info | Init | R/W | Eng | Loc | Act | File

RECEIVED
JAN 31 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
FEB 15 1973
LOCATION
SECTION

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1973
LOCATION
SECTION

7942

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 16, 1973

Ms. Ida Scala, Secretary
Midland Grange No. 781
Route 1, Box 922
Klamath Falls, Oregon 97601

Dear Ms. Scala:

Thank you for sending me a copy of the resolution adopted by the Midland Grange pertaining to rocks on Highway 97 south of Modoc Point.

The Highway Division recognizes the hazards of falling rocks as well as other hazards along state highways and is doing everything within its financial means to eliminate them as fast as possible. The Division will award a contract for work on the rock-falling problem in the area of Modoc Point early this summer. Hopefully, this project will correct the two worst problem areas south of Modoc Point.

Sincerely,

Governor

TM:dm

bcc: Highway

NOTED
E. B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 2073
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7942

Card No. 433836 - Highway
February 13, 1973
F. B. Klaboe - 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Ms. Ida Scala, Secretary
Midland Grange #781
Route 1, Box 922
Klamath Falls, OR 97601

Dear Ms. Scala:

Thank you for sending me a copy of the resolution adopted by the Midland Grange pertaining to rocks on Highway 97 south of Modoc Point.

The Highway Division recognizes the hazards of falling rocks as well as other hazards along state highways and is doing everything within its financial means to eliminate them as fast as possible. The Division will award a contract for work on the rock-falling problem in the area of Modoc Point early this summer. Hopefully, this project will correct the two worst problem areas south of Modoc Point.

cc Sam Haley

bc George M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe

VDW:mc ms

1.31.73 Midland Grange # 781 to Hi[illegible] av

OREGON STATE HIGHWAY COMMISSION:

Whereas: Many serious accidents are caused from rocks rolling onto Highway 97 South of Modoc Point, Oregon.

Whereas: Most of the danger caused by the rocks could be eliminated by installing netting or other safety devices along the cliffs over the highway. This is being done in the states of Washington and California.

Be it resolved, that Midland Grange No. 781 requests the Oregon State Highway Commissioners to remedy this dangerous situation by installing the necessary safety devices.

Be it further resolved, that copies be sent to Governor Tom McCall; Senators Fred Heard and Lyn Newbry; Representatives Gary Wilhelms, Leigh Johnson and Sam Johnson; Klamath County Commissioners; and Klamath County Pomona Grange.

Midland Grange # 781
Leon Andrieu
Leon Andrieu, Master
Ida Scala
Ida Scala, Secretary
Rt 1 Box 922
Klamath Falls, Ore
97601

RECEIVED
STATE HWY ENGR
FEB 1 73
REFER TO
Hunt
FOR
Info | Inves | R/D | O/R | Stmt | Act | File

RECEIVED
FEB 1 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
FEB 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Midland Grange # 781
Rt 1 Box 922
Klamath Falls ore
97601

FEB 2 1973
LOCATION
SECTION

/ 7742

FORM F 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
February 12, 1973

To: V. D. Wolfe
Location Engineer
S A L E M

SUBJECT: Modoc Point-Shady Pine Road
The Dalles-California Highway
Klamath County

FROM: J. F. Putnam
Regional Engineer

Pursuant to your telephone call, we have reviewed the estimate which you provided us with for Units 'C' and "D' on subject project. We have come up with approximately $170,000 additional cost.

The quantities were very similar with the exception that we felt the swell shown on your estimate was too low and increased the embankment in place by approximately 20,000 cubic yards due to a heavier swell.

We also requested the Cost Analysis people to make a field trip to determine what their new estimates would be. They have increased the cost on almost all of the items. In addition, no excavation was shown for the installation of the bin wall. We have gone to the standard Type II-A for the end of our Type II guardrail installation and have added the necessary pipe extensions for our disposal area. All together, these items come to $437,332; the anticipated items for flagging, slide correction and railroad protection bring this subtotal to $542,332.

One item which could be cut back, I believe, is the slide correction.

As noted on the attached summary and cost estimate, a 20% factor was utilized. This would allow for some 40,000 yards of material. It is my feeling that this could be cut in two; thus, reducing the overall cost some $43,000.

I believe that all other items are very close to what the actual cost of the project would be.

JP:ll

Enclosure

cc: E. J. Dunn

RECEIVED FEB 13 1973 LOCATION SECTION

REFERRED TO Hector By Location Engineer
Explain

7942

February 9, 1973
Salem, Oregon

Algoma Point
The Dalles-California Highway

Mr. V. D. Wolfe
Location Engineer

B U I L D I N G

Attached is a self explanatory letter from Bud George recommending certain sign and flashing beacon installations be made immediately. The installations have been approved by the Highway Engineer and should be installed as soon as possible.

Two of the four sections, where falling rocks are a problem, are scheduled for contract letting October 25, 1973. This project is urgently needed and I would appreciate all parties concerned with plans, specifications and estimates to proceed as rapidly as possible in the preparation hoping to let the project at the May letting.

By copy of this letter Mr. Putnam is asked to care for the installations.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter w/att.
Dave Moehring w/att.
Frank Hall
L. E. George
L. H. Young
J. F. Putnam w/att.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 2, 1973
Salem, OR 97310

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
FOR
Info | Approval | R/D | C/R | File | Return | Sign

SUBJECT:

To: E. S. Hunter
Asst. State Highway Engineer
B U I L D I N G

From: L. E. George
Traffic Engineer

NOTED
F. B. KLABOE

The problem of falling rocks on The Dalles-California Highway in the vicinity of Algoma Point has been the subject of past investigations by this office.

Since the new construction is due for completion for next fall throughout this section, a relatively small amount of time remains for the problem to exist. Instead of instituting a regulatory speed zone, I would recommend that we reinstall the existing "ROCKS NEXT NINE MILES" signs and flashing beacons to an elevated position preferably cantilevered out over the travel lane, if sign structures could be installed on a temporary basis. I would further recommend that black-on-yellow advisory speed signs of an appropriate speed be installed in conjunction with the existing signs. I would further repeat throughout the five-mile section additional signs carrying the same message and the same advisory speed on smaller size signs on ground-mounted supports. The black-on-yellow speed signs would be advisory only, and would not inconvenience traffic during those periods when it was not necessary to slow down for safety reasons.

cy to Earl Johnson

RECEIVED
FEB 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

LEG:pb

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2/8/73

2-7-73

Ford

There are 4 units where corrective work will be undertaken - the 2 sections which are the worst are scheduled for letting Oct. 73. If possible I would like to move these ahead to June or July. Money may be a problem $500,000 estimate. In the interim I recommend we sign a proposed. Ed H

RECEIVED
FEB 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1973

RECEIVED
STATE HWY ENGR
JAN 30 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓

SUBJECT: Proposed Speed Limit
The Dalles-California Hwy. #4

To: A. E. Johnson
DEPUTY STATE HIGHWAY ENGINEER

B U I L D I N G

On January 12, 1973 a Greyhound bus allegedly swerved to miss a rock and went over an embankment at MP 258.5 on the subject highway.

Since that date, three separate cars at night have struck rock in the road. The constant freezing and thawing aggravates the loose rock condition.

District Engineer Gunter has one daytime patrol and two patrols during the darkness hours. These two patrols sweep the fallout area at least every twenty minutes. However, the rocks appear, and the people overdriving their headlights or facing oncoming headlights do not see the rocks in time. In the daylight hours, the problem is less acute because visibility is longer ranged.

Most of these rocks come from well above the R/W line. Scaling is possible, but often scaling rolls one rock off and loosens another one.

Proposed by Region 5 and endorsed by this office is to establish a 50 m.p.h. speed limit from:

	MP 257.83	Modoc Secondary
to	MP 263.11	Berkley Springs
	5.28	miles

and from:

	MP 265.50	Algoma Point
to	MP ~~266.50~~	
	~~1.00~~ 1.60	mile

Per phone call from Jean Alderson 1-31-73

RECEIVED
JAN 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This is a partial but progressive solution to our problem. The area is already patrolled and is bracketed by large signs with blinking lights advising "Rocks Next 9 Miles".

If we could slow traffic down to headlight reach and continue to patrol as now, we could alleviate the problem of cars striking rocks on the road.

The new construction between Modoc Secondary and Berkley Springs will hopefully obviate the rock fall in the 5.28 mile section by next fall.

Your approval of this speed restriction is recommended.

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mlp

cc: J. F. Putnam
L. E. George

7945

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
FOR
Info | Invs | R/D | OR | Con | Act | File

February 2, 1973

Senator Fred Heard
Room 305, Capitol Building
Salem, Oregon

NOTED
F. B. KLABOE

Dear Fred:

In a somewhat belated reply to your letter of January 17 concerning the accident involving a Greyhound bus on Highway 97 near Modoc Point, and the related problem of falling rocks about which you have been concerned several years, I believe I may finally have some news for you.

First of all, I have carefully reviewed the reports of our District Engineer and the State Police Sergeant in Klamath Falls, as well as the report of the Trooper who was on the scene of the accident within 15 minutes after it occurred, from which I have concluded: 1) that the driver of the bus was not driving at a speed that was reasonable based on the time (shortly after midnight); 2) the weather (it was raining hard); and 3) he was only one mile beyond the sign calling attention to this possible hazard. My conclusion would be particularly true if the driver had been on this run previously.

But as you may know from our previous correspondence and letters from Tom Edwards we are not unaware of the severity of this problem. A more effective means of attempting to resolve it than warning traffic by signs with flashing lights and running extra patrols (as was being done on the night of the accident occurred - in fact a patrol truck had passed the spot where the accident occurred not more than 15 minutes prior to the time of the accident) is now in the making.

We have tentatively scheduled letting a contract next fall to construct the first two of four units where the hazard is considered most critical. This work will involve realigning two sections of highway, each approximately 1/3 mile long, somewhat westerly toward the railroad and constructing a concrete barrier wall on the easterly side to provide a means of containing the fallout of rocks off the slopes before they reach the roadway.

Very truly yours,

Ralph Sipprell

R. B. Sipprell
Liaison Engineer

RBS:ob
bcc - George M. Baldwin
F. B. Klaboe
A. E. Johnson

7942

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 2, 1973

TO Memo to File

FROM F. B. Klaboe
State Highway Engineer

SUBJECT

I met with Rep. Leigh Johnson concerning three matters:

(1) A Mr. Thomas J. Parker wishes to take rock for his crushing business from the slopes of the Green Springs Highway near Ashland. I will investigate this and make a determination of whether or not this is feasible.

(2) The speed limit on Old 99 south of Southern Oregon College is 45 MPH. He wants to have this lowered. I told him that this is in the city limits of Ashland, and a request from the City Council to the State Speed Control Board would be necessary to initiate the proper studies to arrive at a conclusion.

(3) The rock fall problem at Modoc Point north of Klamath Falls is of concern. I advised him that we are working up a contract, hopefully to be let yet this year, to take care of a part of the problem.

FBK:ms

cc A. E. Johnson
R. B. Sipprell

7942

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
January 17, 1973

To: V. D. Wolfe
Location Engineer
S A L E M

SUBJECT: Modoc Point-Shady Pine Road
The Dalles-California Highway
Klamath County

FROM: J. F. Putnam
Regional Engineer

We have reviewed the proposal for the correction of the rockfall problem on subject section and feel that the most economical and best way of correcting this situation is by the construction of fallout and installation of GM rail.

Since receipt of this report, you have advised me that Units C and D were being scheduled for letting in the near future and the project appears on the schedule of contract lettings for October of 1973, with the amount of money set up approximately the same as the original proposal in the report.

In reviewing the estimate of costs, it is noted that a price of $2.00 has been set up for embankment in place. It is the concensus of opinion of our people that this price is too low, as nearly all of the material will have to be handled at least twice and a very large percentage of it will have to be drilled and shot. Our feeling is that it would go for at least $2.50. Also, it is felt that the material will swell nearly 30%, instead of the 0 to 10% which was utilized.

The one large factor which was not taken into consideration is the temporary protection for traffic. Some type of a berm or other protective device will have to be constructed on the roadbed to prevent rocks from rolling across the roadbed and down onto the railroad. We are thinking of trying to construct a 10-foot high berm of earth which will help to hold the material out of the travel way. Approximately 7,000 yards of material will be necessary for this work and the cost of placing and removing will further increase the cost of the project.

REFERRED TO Hector By Location Engineer Discuss

RECEIVED JAN 18 1973 LOCATION SECTION

NOTED
R. HECTOR

$6,000 $10,000

Also, there was no flagging or railroad inspection set up in the estimate. The reason that I am pointing these details out is that I feel the $480,000 set up in the schedule is at least $70,000 low, possibly more. 420,000 F.N

In working up this plan, we will have some 70,000 yards of excavation which will have to be disposed of. If it is at all possible, now would be the time to obtain the right of way for the new proposed connection from the Modoc Secondary to Highway 97 just north of the community of Modoc Point. We then could utilize this material to construct the roadbed for this connection. If this is at all possible, we will need the proposal which was made sometime ago so that centerline can be staked and property ties be made for the descriptions to be written and cross sections taken for yardage requirements.

JFP:11

RECEIVED
DEC 1972
FOR FILING
7942

RECEIVED
JAN 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

December 28, 1972

To: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Modoc Point-Shady Pine Road
The Dalles-California Highway
Klamath County

As suggested, we have investigated various alternate methods of handling the rockfall problem on the subject section. The design features and costs are outlined as follows:

UNIT A

Original proposal

Construct 20-foot fallout area
Install GM rail
Cost $ 783,300

Alternate proposal

Comb slopes
Install wire mesh screen
Install GM rail
Cost $ 833,800

UNIT B

RECEIVED
JAN 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Original proposal

Construct 20-foot fallout area
Install GM rail
Cost $ 183,000

Alternate proposal

Metal retaining wall
No hillside excavation
Cost $ 480,000

Unit C & D were put on program for Sept 1973 with State funds.

NOTED
E. S. HUNTER

BP 93479-724

UNIT C

Original proposal

Construct 20- to 30-foot fallout area
Install GM rail
Cost $ 193,300

Alternate proposal

Metal retaining wall
No hillside excavation
Cost $ 446,500

UNIT D

Original proposal

Construct 20-foot fallout area and slope benches
Install GM rail
Cost $ 224,800

Alternate proposal

Metal retaining wall
No hillside excavation
Cost $ 380,000

The original proposal is recommended in all units.

Copies of sketch maps, the narrative report and typical sections are attached. We are also sending copies of this data to Region Engineer Putnam for his comments and recommendations.

Victor D. Wolfe
Location Engineer

Attachments

RDH:mc

cc J. F. Putnam (w/att.)

UNIT "D"

LENGTH: 0.34 MILES

CONST. COST: $224,800

UNIT "C"

LENGTH: 0.30 MILES

CONST. COST: $193,300

UNIT "B"

LENGTH: 0.57 MILES

CONST. COST: $183,000

UNIT "A"

LENGTH: 1.42 MILES

CONST. COST: $783,300

M.P 258.51
Sta 304+50

M.P. 258.85
Sta. 322+50

Unit D

M.P. 259.48
Sta. 218+50

M.P. 259.78
Sta. 234+50

Unit C

M.P. 262.25
Sta. 30+00

Sucker Spring Unit B

M.P. 262.82
Sta. 130+00

M.P. 263.11

Fill Area

M.P. 265.65

M.P. 265.66
Sta. 1+00

Unit A

M.P. 267.08
Sta. 72+50

R 7 E WEST SIDE
R 7 E EAST SIDE

Bare Island

Modoc Point

PACIFIC

Telephone Flat

BM 4166

BM 4151
Ouzy Spring

BM 4142

Hummingbird Spring

BM 4139

Nalox (Site)

BM 4149

BM 4151

Alpowa

Ratlesnake Point
BM 4153

SOUTHERN

Simpson Canyon

Plum Valley

Hanke Marsh

Shady Pine

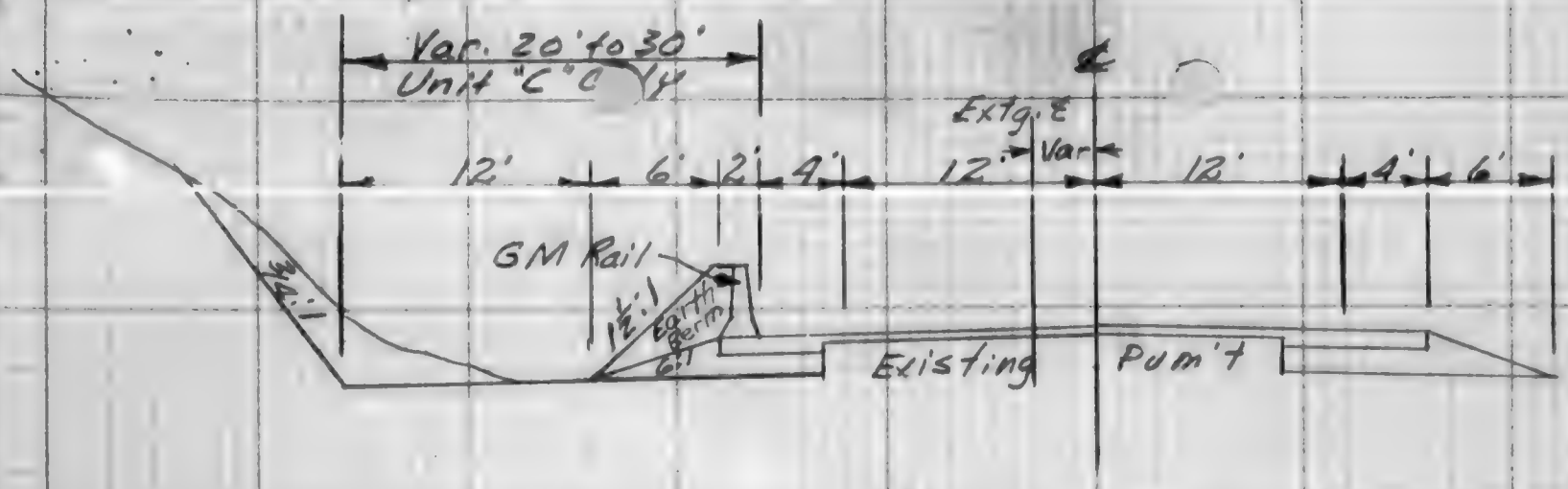
Squaw Point

CALEDONIA BIKE

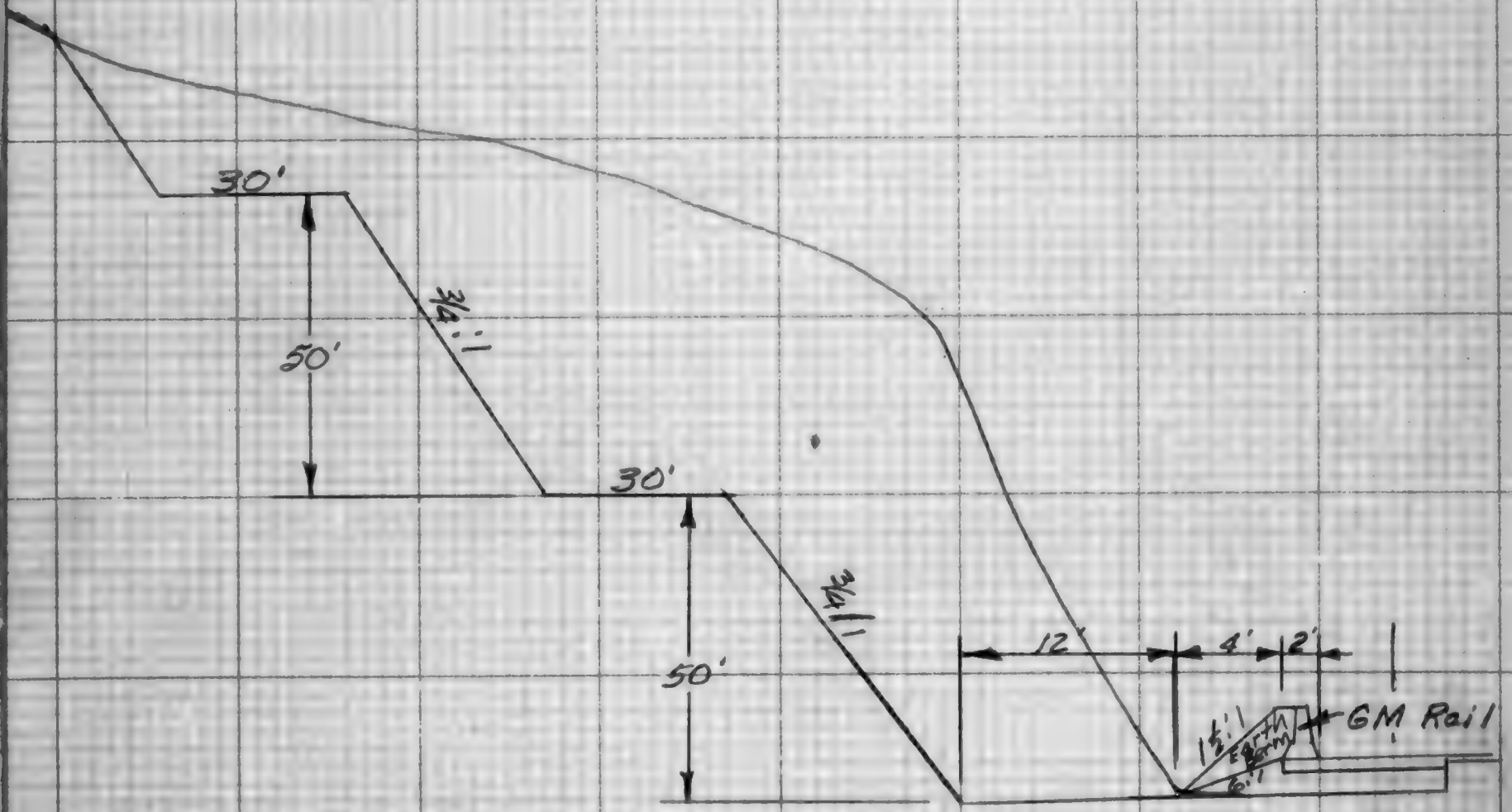
CALEDONIA

HOWARD BAY

KLAMATH



UNITS "A", "B", "C" & "D"



MODOC POINT

Benched Cutslope Unit "D" Only

TYPICAL SECTIONS
ORIGINAL PROPOSAL

December 1, 1972

NARRATIVE REPORT
MODOC POINT-SHADY PINE ROAD
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

The project is located on the The Dalles-California Highway approximately seven miles north of Klamath Falls. It is divided into four units with lengths totaling 2.63 miles between MP 258.51 and 267.08. All of the units are adjacent to Klamath Lake. The existing slopes are, in general, boulders and other granular materials imbedded in softer material. Freezing, thawing and wind actions have caused a high rate of separation of the material. The existing typical section provides very little fallout area to accommodate the ravel. This location proposes slope and typical section modifications that are designed to stabilize the slopes and accommodate the ravel.

Each of the four units have different geographic characteristics, so different design considerations have been used for each area. This is outlined by units below.

Cross sections and mapping were obtained photogrammetricly. Center line and right of way lines have been picked from right of way maps.

General design considerations include modifying the horizontal and vertical alignment to minimize excavation for a fallout area. Concrete GM rail is proposed at the shoulder line to retain ravel. The rail should be set without anchors which will facilitate removal for access to the fallout area for cleanout. An earth blanket is required behind the rail to protect it from falling rock and displacement by errant vehicles. The existing surfacing is overlaid where appropriate. Guardrail would be installed where necessary between the highway and the railroad. Quantities are shown for wire mesh screen slope protection for all sections; however, it is recommended that its use be considered as a contingency plan and it not be installed during initial construction.

The proposal is presented using two alternate typical sections. One calls for 12-foot travel lanes with 8-foot shoulders; the other uses 12's and 4's. Estimates are included for either proposal.

Additional right of way is required to accommodate the slope modifications on Unit D. The adjacent railroad right of way was used as a control on the westerly side of the roadway, so additional railroad encroachment will not be required.

Money is set up in the estimate for an additional anticipated item of slide correction. This will accommodate additional ravel and slides.

The excavated material is to be hauled and used to construct fill for a section of 4-lane roadbed between MP 263.11 and 265.6. The excavated material is to be measured in the fill and quantities determined on an embankment in place basis. An overall swell factor of 1.0 to 1.1 is anticipated.

UNIT A MP 265.66 to 267.08 Length 1.42 miles

Design Standards:
5,500 lin.ft. GM rail
20-foot fallout area
3/4:1 cut slopes
Horizontal alignment change
2-inch AC overlay of existing pavement

Utilities: No apparent utility conflicts

Right of Way: No additional right of way required

Costs (Alternates):

4-foot shoulders	$ 783,000
4-foot shoulders with screen	1,389,600
8-foot shoulders	1,236,000
8-foot shoulders with screen	2,105,200

Recommendation: It is recommended that none of the above be done at this time. If any corrective action is done, it should be limited to cleaning approximately 2,000 cubic yards of ravel from the existing fallout area and installing GM and guardrail only. Consider additional work as a possible future project. Cost - $85,000.

UNIT B — MP 262.25 to 262.82 — Length 0.57 miles

Design Standards:
2,000 lin.ft. GM rail
20-foot fallout area
Variable slopes - removing overburden to plane of solid material
Horizontal and vertical alignment change
2-inch AC overlay of existing pavement

Utilities: No apparent utility conflicts

Right of Way: No additional right of way required

Costs (Alternates):

4-foot shoulders	$ 183,000
4-foot shoulders with screen	515,500
8-foot shoulders	357,800
8-foot shoulders with screen	748,300

Recommendation: If any corrective action is done, it should be limited to constructing unit using 12-foot travel lanes and 4-foot shoulders. The use of wire screen slope protection is not recommended. Cost - $183,000.

UNIT C — MP 259.48 to 259.78 — Length 0.30 miles

Design Standards:
1,600 lin.ft. GM rail
20- to 30-foot fallout area
3/4:1 cut slopes
Horizontal alignment change
2-inch AC overlay of existing pavement
Bin wall required to retain fill

Utilities: No apparent utility conflicts

Right of Way: No additional right of way required

Costs (Alternates):

4-foot shoulders	$ 193,300
4-foot shoulders with screen	252,300
8-foot shoulders	307,100
8-foot shoulders with screen	443,000

Recommendation: Construct unit using 12-foot travel lanes and 4-foot shoulders. The use of wire screen slope protection is not recommended. Cost - $193,300.

UNIT D	MP 258.51 to 258.85	Length 0.34 miles
Design Standards:	1,800 lin.ft. GM rail 20-foot fallout area 3/4:1 cut slopes with 30-foot benches No alignment changes 2-inch AC overlay of existing pavement	
Utilities:	Power line easterly of the roadway will be affected	
Right of Way:	Additional right of way is required (0.9 acre)	
Costs (Alternates):	4-foot shoulders	$ 224,800
	4-foot shoulders with screen	324,000
	8-foot shoulders	527,900
	8-foot shoulders with screen	777,200
Recommendation:	Construct unit using 12-foot travel lanes and 4-foot shoulders. The use of wire screen slope protection is not recommended. Cost - $224,800 (not including R/W costs).	

Region office recommendation is that only Units C and D receive immediate attention. Minimum cost for these two sections is $418,100.

Robert D. Hector
Office Location Engineer

RDH:jp

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Modoc Point — Shady Pine Road
The Dalles — California Hwy

Costs Summary

SP°F54

UNIT	4' Shld w/o met	8' Shld w/o met	4' Shld w/met	8' Shld w/met	Recommended Construction
"A"	$783,000	$1,236,000	$1,389,600	$2,105,200	——
"B"	183,000	357,800	515,500	748,300	——
"C"	193,300	307,100	252,300	443,000	$193,300
"D"	224,800	527,900	324,000	777,200	224,800
Totals →	$1,384,100	$1,900,900	$2,481,400	$4,073,700	$418,100

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

R-d Line on x-Section Copies

Section Modoc Point - Shady Pine Road Unit "A" 12' Lanes & Tr. 20' Fallout
Highway Tule Lake - Malin County Klamath Prefix
Length 5500' Designer Draftsman Date 10-17-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	172,054	17,205	189,259	2.00	378,518.00
Watering	M-Gal	1,279	128	1,407	4.00	5,628.00
Aggregate Base	Ton	4,618	462	5,080	4.00	20,320.00
Bit. Base	Ton	1,412	141	1,553	11.60	18,015.00
Class "B" A.C.	Ton	3,107	311	3,418	11.60	39,650.00
Conc. (G-M) Sh. Barrier	Lin.Ft.	5,500	550	6,050	10.00	60,500.00
Asphalt In Mix	Ton	280	28	308	48.00	14,784.00
Guard Rail	Lin.Ft.	5,350	535	5,885	3.50	20,598.00
Guard Rail Anchors	Each	4	1	5	250.00	1,250.00
			Sub Total			559263.00
Wire Mesh Screen	Sq. Yd.	54,389	5,439	59,828	7.20	430,762.00
			Sub Total			990,025.00
E & C			without wire mesh screen			with wire mesh screen
Sub total			559,263.00			990,025.00
E & C		20%	111,853.00			199,805.00
Anticipated Item - Slide correction		20%	111,853.00			199,805.00
Total			782,969.00			1389635.00
A w/4' Sh'k						

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheets

Redesigned line on X-section Copies

Section Modoc Point–Shady pine Road Unit "A" 12' Lanes, 8' Sh., 2a' Fallout
Highway The Dalles-California County Klamath Prefix
Length 5500 Designer Honeywell Draftsman Date 10-18-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd	298,816	29,882	328,698	2 00	657,397 00
Watering	M-Gal.	2,184	218	2,402	4 00	9,608 00
Aggregate Base	Ton	5,704	570	6,274	4 00	25,096 00
Bit. Base	Ton	2,542	254	2,796	11 60	32,434 00
Class "B" A.C.	Ton	4,237	424	4,661	11 60	54,068
Conc. (G-M) Sh. Barrier	Lin. Ft.	5,500	550	6,050	10 00	60,500 00
Asphalt In Mix	Ton	415	42	457	48 00	21,936 00
Guard Rail	Lin. Ft.	5,350	535	5,885	3 50	20598 00
Guard Rail Anchors	Each	4	1	5	250 00	1,250 00
[illegible]	[illegible]	Sub Total		[illegible]	[illegible]	882,887 00
Wire Mesh Screen	Sq. Yds.	78,389	7,839	86,228	7 20	620,842 00
						1,503,729 00
				without wire mesh screen		with wire mesh screen
sub total				882,887 00		1,503,729 00
E & C		20%		176,577 00		308,746 00
Anticipated Item - Slide correction		20%		176,577 00		300,746 00
Total				1,236,041 00		2,105,221 00
A-8' Shld						
					Total	1,503,728 60

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Modoc Point - Shady Pine Road Unit "B" Rod Line on X-Section Copies
Highway Fee Lane - California County Klamath Prefix
Length 2,000 Designer Honeywell Draftsman Date 10/20/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu-Yd.	14,465	1447	15,912	2 00	31,824 00
Watering	M-Gal	202	20	222	4 00	888 00
Aggregate Base	Ton	4,866	487	5,353	4 00	21,412 00
Bit Base	Ton	1,253	125	1,379	11 60	15,996 40
Class "B" A-C.	Ton	1541	154	1,695	11 60	19,662 00
Conc. Sh. Barrier	Lin. Ft.	2,000	200	2,200	10 00	22,000 00
A.C. Curb	Lin. Ft.	1200	120	1,320	2 20	2,904 00
Asphalt In Mix	Ton	169	17	186	48 00	8,928 00
Guard Rail	Lin Ft.	1500	150	1650	3 50	5,775 00
Guard Rail Anchors	Ea.	4	1	5	250 00	1,250 00
				Subtotal		$ 130,639 40
Wire Mesh Screen	Sq. Yd.	30,000	3,000	33,000	7 20	237,600 00
						$ 368,239 40
				with out wire mesh screen		with wire mesh screen
Sub total				$ 130,639 00		$ 368,239 00
E & C				26,128 00		73,648 00
Anticipated - Slide correction				26,128 00		73,648 00
Total				$ 182895 00		515,535 00
E - 4' Shld						

Total 368,239 00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Modoc Point-Shady Pine Road Unit "B" 12' Lanes, 8'Sh, 20' Fallout - Line & Grade Changes
Highway Tule Lake-California County Klamath Prefix
Length 2,000 Designer Honeywell Draftsman Date 10/20/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place	Cu. Yd.	64,107	6,410	70,517	2 00	141,034 00
Watering	M-Gal.	561	56	617	4 00	2,468 00
Aggregate Base	Ton	5,262	526	5,788	4 00	23,152 00
Bit. Base	Ton	1,664	166	1,830	11 60	21,228 00
Class "B" A.C.	Ton	1,910	191	2,101	11 60	24,371 60
Conc. Sh-Barrier (G-M Rail)	Lin. Ft.	2,000	200	2,200	10 00	22,000 00
A.C. Curb	Lin. Ft.	1200	120	1,320	2 20	2,904 00
Asphalt In Mix	Ton	215	22	237	48 00	11,376 00
Guard Rail	Lin. Ft.	1500	150	1,650	3 50	5,775 00
Guard Rail Anchors	Each	4	1	5	250 00	1,250 00
		Sub Total				$255,558 60
Wire Mesh Screen	Sq. Yd.	35,222	3,522	38,744	7 20	278,956 80
						534,515 40
				with		without
sub total				$255,559 80		$534,516 00
E & C				51,112		106,903 00
Anticipated - Slide Correction				51,112		106,903 00
Total R-8'Sh'd				$357,783		$748,322 00
					Total	$534,515 40

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE — Sheet ____ of ____ Sheets

Section Riddoc Point - Shady Point Road Unit Unit C 4' shoulders sta. 218+50 to 234+50
Highway The Dalles - California County Klamath Prefix 18-1495-918
Length 1600 ft Designer Ivie Draftsman Ivie Date 11 Oct 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	17,243	1724	18,967	2 00	$ 37,934
Emb. In Plaid (Between Hwy & R.R.) (Berm)	C.Y	3,427	342	3,759	3 00	11,277
Watering	M-Gal	16	1	12	4 00	48
Cr. Agg. Base	Tons	840	84	924	4 00	3,696
PMBB	Tons	621	62	683	11 60	7,923
Asphalt in PmBB	Tons	634	3	37	48 00	1,776
AC	Tons	997	100	1097	11 60	12,725
Asphalt in AC	Tons	65	7	72	48 00	3,456
Bin Wall		$ 26,278	2628			28,906
Backfill Mat'l (Bin Wall)	C.Y	1194	119	1313	5 00	6565
Type 2 Guard Rail	Lin. Ft.	1150	115	1265	3 50	4,428
Guard Rail Anchors	Ea.	6	1	7	250 00	1,750
6M Rail	Lin Ft	1600	160	1760	10 00	17,600
				Sub Total		$ 138,084
Wire Mesh Screen	Sq. Yd.	5849	585	6434	7 20	42,113
						180,197
				with		without
sub total				$ 138,084 00		$ 180,197 00
E & C		20%		27,617 20		36,039 40
Anticipated - Slide correction		20%		27,617 00		36,039 00
Total				$ 193,318 00		$ 252,275 40

C - 4' Shld

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Modoc Point - Shady Point Road
Highway The Dalles - California
Length 1600 Designer Ivie
Unit ℄ sta. 218+00 to 234+00 8' shoulders Red Ink
County Klamath
Draftsman Ivie
Prefix
Date 12 October 1977

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	41,266	4127	45393	2.00	$90,786
Emb. In Place (Berm between Hwy & RR)	C.Y.	3,563	356	3,919	3.00	11,757
Watering	M-Gal	12	1	13	4.00	52
Cr. Agg. Base	Tons	978	98	1076	4.00	4,384
PMBB	Tons	786	79	865	11.60	10,034
Asphalt in PMBB	Tons	43	4	47	48.00	2,256
AC	Tons	1162	116	1278	11.60	14,825
Asphalt in AC	Tons	76	8	84	48.00	4,032
Bin Wall		42,623	4,262			46885
Backfill Mat'l (Bin Wall)	C.Y.	1852	185	2037	5.00	10,185
Type 2 Guard Rail	Lin Ft.	1250	125	1375	3.50	4,813
Guard Rail Anchors	Ea.	6	1	7	250.00	1750
GM Rail	Lin Ft.	1600	160	1760	10.00	17,600
				sub Total		$219,359
Wire Mesh Screen	Sq. Yd.	12,252	1225	13,477	7.20	97,034
						$316,393.00
sub totals				without		with
				$219,359.00		316,393.00
E & C		20%		43,872.00		63,279.00
Anticipated - Slide Correction		20%		43,872.00		63,279.00
Total				$307,103.00		$442,951.00

C - 8' Shld

Total $3,114,889

OREGON STATE HIGHWAY DEPARTMENT 4' shoulders
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Modoc Point - Shady Pine Road Unit D Sta 304+50 to 322+50 Red Top
Highway Tule Lake - California County Klamath Prefix 18-1495-916
Length 1800 Designer Lee Draftsman ____ Date Oct 25, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	46,115	4612	50,727	2 00	$101,454
Emb. In Place (Berm between Hwy. & R.R.)	C.Y.	1,922	192	2,114	3 00	6,342
Watering	M-Gal.	11	1	12	4 00	48
Cr. Agg. Base	Tons	880	88	968	4 00	3,872
PMBB	Tons	462	46	508	11 60	5,893
Asphalt in PMBB	Tons	26	3	29	48 00	1,392
AC	Tons	1017	102	1119	11 60	12,980
Asphalt in AC	Tons	66	7	73	48 00	3,504
Type 2 Guard Rail	Lin Ft.	1050	105	1155	3 50	4,043
Guard Rail Anchors	Ea.	4	1	5	250 00	1,250
GM Rail	Lin Ft	1800	180	1980	10 00	19,800
			sub Total			$160,578
Wire Mesh Screen	Sq. Yd.	8,946	895	9841	7 20	70,855
						$231,433
				without		with
sub Total				$160,578 00		$231,433 00
E & C		20%		32,116 00		46,287 00
Anticipated - Slide Correction		20%		32,116 00		46,287 00
Total				$224,810 00		$324,007 00

D-4' Shld

Total $231,433

8' shoulders

OR ON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Modoc Point - Shady Pine Road Unit "D" sta 304+50 to 322+50 Red line
Highway Tie Dalles - California County Klamath Prefix 1R-1495-918
Length 1822 Designer WLC Draftsman ____ Date Oct. 25, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment in Place (Hillside)	C.Y.	139,794	13,979	153,773	2.00	$ 307,546
Embank. In Place (Berm between Hwy. & R.R.)	C.Y.	1,922	192	2,114	3.00	6,342
Watering	M-Gal	15	2	17	4.00	68
Cr. Agg. Base	Tons	1,232	123	1,355	4.00	5,420
PMBB	Tons	647	65	712	11.60	8,259
Asphalt in PMBB	Tons	36	4	40	48.00	1,920
AC	Tons	1,387	139	1,526	11.60	17,702
Asphalt in AC	Tons	90	9	99	48.00	4,752
Type 2 Guard Rail	Lin Ft.	1050	105	1155	3.50	4,043
Guard Rail Anchors	Ea	4	1	5	250.00	1,250
6M Rail	Lin Ft.	1800	180	1980	10.00	19,800
			Sub	Total		$ 377,102
Wire Mesh Screen	Sq. yd.	22,479	2,248	24,727	7.20	178,034
						$ 555,136.00
				without		with
Sub total				$ 377,102.00		$ 555,136.00
E & C		20%		75,420.00		111,027.00
Anticipated - Slide Correction		20%		75,420.00		111,027.00
Total				$ 527,942.00		$ 777,190.00

D - 8' Shld

Total $ 339,187

UNIT "D"

METAL RETAINING WALL

LENGTH: 0.34 MILE

CONST. COST: $380,000

UNIT "C"

METAL RETAINING WALL

LENGTH: 0.30 MILE

CONST. COST: $446,500

UNIT "B"

METAL RETAINING WALL

LENGTH: 0.57 MILES

CONST. COST: $480,000

UNIT "A"

SCREEN EXISTING SLOPE

LENGTH: 1.42 MILES

CONST. COST: $833,800

UNIT D

UNIT C

UNIT B

UNIT A

ALTERNATE PROPOSAL

RESERVATION

PACIFIC

SOUTHERN

LAKE

HOWARD

CALEDONIA

CALEDONIA DIKE

Modoc Point

Telephone Flat

Ouzy Spring

Sucker Spring

Hummingbird Spring

Squaw Point

Nalox (Site)

Rattlesnake Point

Simpson Canyon

Plum Valley

Hanke Marsh

Shady Pine

Bald Hill

BM 4151

BM 4165

BM 4149

BM 4142

BM 4139

BM 4153

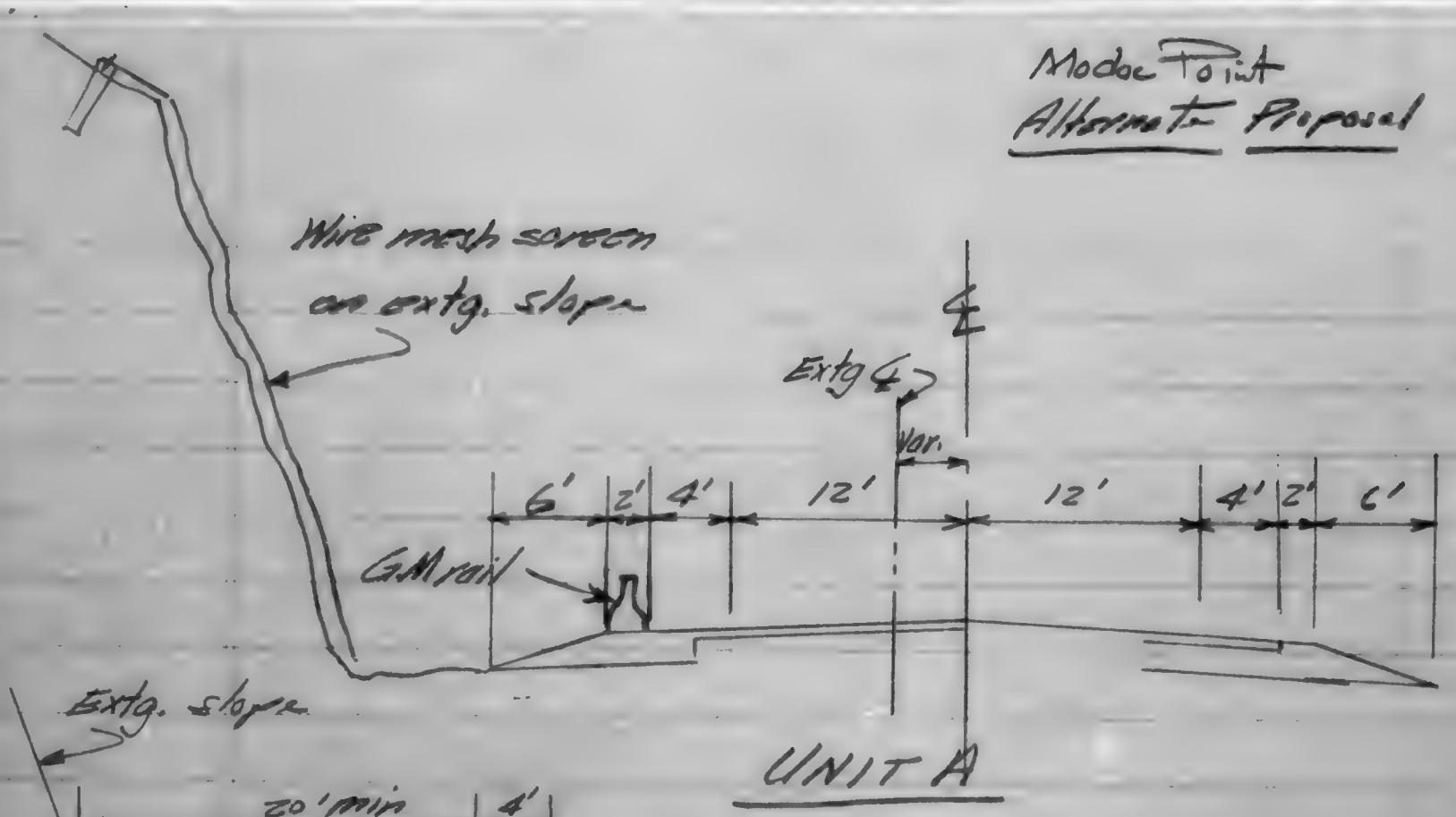
BM 4150

BM 4148

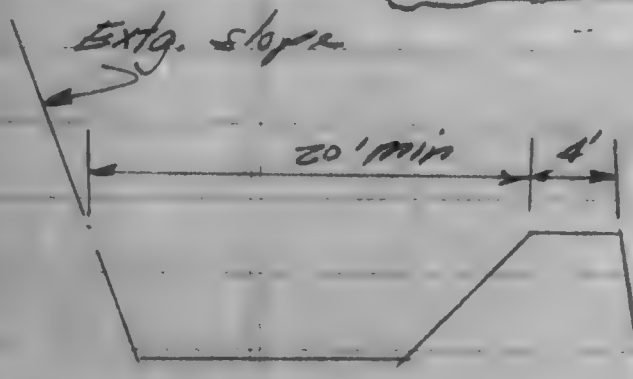
12/8/72

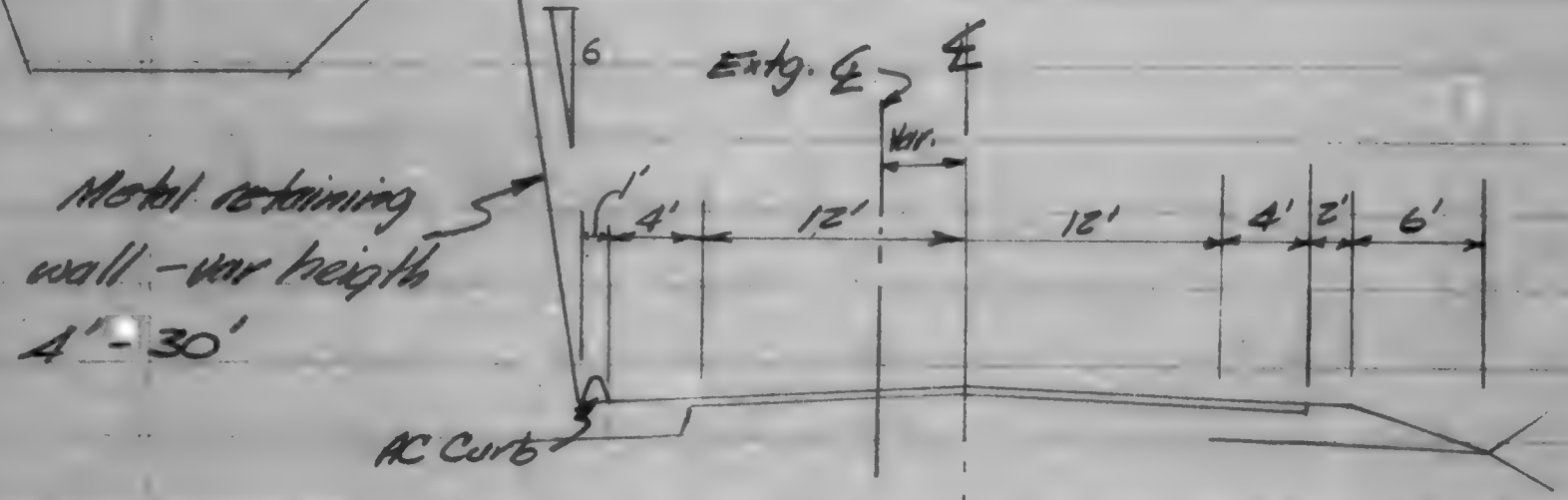
Modoc Point

Alternate Proposal



UNIT A





UNITS B, C, & D

TYPICAL SECTIONS

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Modoc Point - Shady Pine Road Unit A 12' Lanes 4' Sh. (No Fallout)
Highway The Dalles-Calif. Hwy. County Klamath Prefix
Length 5,500' Designer Honeywell Draftsman Date 12/22/72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment In Place	Cu. Yd.	4,250	425	4,675	2.00	$ 9,350.00
Watering	M-Gal.	100	10	110	4.00	440.00
Aggregate Base	Ton	4,618	462	5,080	4.00	20,320.00
Bituminous Base	Ton	1,412	141	1,553	11.60	18,015.00
Class "B" A.C.	Ton	3,107	310	3,417	11.60	39,637.00
Asphalt In Mix	Ton	280	28	308	48.00	14,784.00
Guard Rail	Lin. Ft.	5,350	535	5,885	3.50	20,598.00
Guard Rail Anchors	Each	4	1	5	250.00	1,250.00
Wire Mesh Screen	Sq. Yd.	56,372	5,637	62,010	1.70	44,472.00
Combing Exist. Slopes	All Lump Sum					10,000.00
GM Rail (Sh. Barrier)	Lin. Ft.	5,500	550	6050	10.00	60,500.00
Sub Total						$ 241,366.00
Engr. & Cont.		30%				192,410.00
					Total	$ 833,776.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheet.

Section Modoc Point - Shady Pine Road Unit "B" (12' Lanes, 4' Sh. 20' Fillout with Bin Walls
Highway The Dalles - Calif. County Klamath Prefix
Length 3,000 Designer ~~Honeywell~~ Draftsman Date 12/8/72
Line & Grade Changes

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Embankment In Place	Cu. Yd.	4,386	439	4,825	2.00	9,650.00
Watering	M-Gal	100	10	110	4.00	440.00
Aggregate Base	Ton	5,466	547	6,013	4.00	24,052.00
Bituminous Base	Ton	1,458	146	1,604	11.60	18,607.00
Class "B" A.C.	Ton	2,034	206	2,240	11.60	25,984.00
A.C. Curb	Lin. Ft.	4200	420	4,620	2.20	10,164.00
Asphalt In Mix	Ton	212	21	233	48.00	11,184.00
Guard Rail	Lin. Ft.	1500	150	1650	3.50	5,775.00
Guard Rail Anchors	Ea	4	1	5	250.00	1,250.00
8" Perf. Drain Pipe	Lin. Ft.	2,900	290	3,190	3.60	11,484.00
8" Drain Pipe	Lin. Ft.	300	30	330	3.60	1,188.00
Trench Exc.	Cu. Yds.	474	46	520	5.00	2,600.00
Spec. Backfill In Drains	Cu Yds.	392	38	430	8.00	3,440.00
Structure Excavation	Cu Yds.	1,654	166	1,820	6.00	10,920.00
Bin Walls	All	$178,588.00	$17,860.00	$196,448.00		196,448.00
Backfill In Bin Walls	Cu. Yd.	6,546	654	7,200	5.00	36,000.00
			Subtotal			$369,186.00
Engr. & Contingencies		30%				110,764.00
		Total				$479,950.00

Total $479,950.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 1 Sheets

Section MODOC POINT – SHADY POINT ROAD Unit Unit "A" 12' LANE, 4' SH, 20 to 30' Fall out
Highway THE DALLES-California County KLAMATH Prefix
Length 1550' Designer Draftsman Date 12-7-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
WATERING	M-GAL	111	1	12	4.00	$ 48
AGGREGATE BASE	TON	840	84	924	4.00	3,696
BITUMINOUS BASE	TON	621	62	683	11.60	7,923
ASPHALT IN Bit. BASE	TON	34	3	37	48.00	1,776
A.C.	TONS	997	100	1097	11.60	12,725
ASPHALT IN A.C.	TONS	65	7	72	48.00	3,456
EMB. IN PLACE 1 BERM (Between Hwy & RR)	Cu.Yd.	3,427	342	3,759	3.00	11,277
TYPE 2 GAURD RAIL	Lin ft.	1150	115	1265	3.50	4,428
GAURD RAIL ANCHORS	EACH	6	1	7	250.00	1,750
8" Perf. DRAIN PIPE	Lin.Ft.	1550	155	1705	3.60	6,138
8" DRAIN PIPE	Lin.Ft.	150	15	165	3.60	594
Spec. Backfill in Drains	Cu.Yd	210	21	231	8.00	1848
TRENCH EXC.	Cu.Yd.	230	23	253	5.00	127
A.C. Curb	Lin.ft.	1550	155	1705	2.20	3751
STRUCTURE EXC.	Cu.Yd.	301	30	331	6.00	1986
~~[illegible]~~	~~Cu.Yd.~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~
EXTRA FOR BIN WALL BACK FILL (Hillside)	Cu.Yd	7,511	751	8,262	5.00	41,310
BIN TYPE Retaining WALL (Hillside)		$ 186,415	18,642	20		205,057
BIN TYPE RETAINING WALL (Between Hwy & RR.)		$ 26,278	2628			28,906
EXTRA FOR BIN WALL BACKFILL (Between Hwy & R.R.)	Cu.Yd.	1194	119	1313	5.00	6,565
				subtotal		343,361
E & C		30%				103,005
[illegible]		70%				[illegible]
				TOTAL		~~446,369~~
					Total	$ 446,500

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Modoc Point - Shady Pine Rd. Unit Section "D"
Highway The Dalles - Calif. County Klamath Prefix
Length 1800' Designer Davies Draftsman Date Dec. 7, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Emb. in Place (Berm between Hwy & RR)	C.Y.	1922	192	2114	3.00	6342
Watering	M-Gal	11	1	12	4.00	48
Cr. Aggr. Base	Ton	880	88	968	4.00	3872
P.M.B.B.	"	462	46	508	11.60	5893
Asph. in P.M.B.B.	"	26	3	29	48.00	1392
Asph Conc.	"	1017	102	1,119	11.60	12,980
Asph. in A.C.	"	66	7	73	48.00	3,504
Type 2 Guard Rail	Lin.ft.	1050	105	1155	3.50	4,043
Guard Rail Achors	Each	4	1	5	250.00	1,250
8" Perf. Drain Pipe	Lin ft	1800	180	1980	3.60	7,128
8" Drain Pipe.	Lin.ft.	200	20	220	3.60	792
Trench Excav.	Cu.Yd.	300	30	330	5.00	1650
Spec. Backfill in Drain	C.Y.	240	24	264	8.00	2112
A.C. Curbs	Lin.ft.	1800	180	1980	2.20	4356
Structural Excav	Cu.Yd.	395	40	435	6.00	2610
Extra for Binwall Backfill	Cu.Yd.	6500	650	7150	5.00	35,750
Bin Type Ret. Wall	All				All	198,750
			Subtotal			$292,472
Engr & Conting.		30%	=			87,742
		Total Cost.				~~$380,214~~
						$380,000

Total

7942

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1972

To: Victor D. Wolfe
Location Engineer
Highway Building

SUBJECT: Modoc Point-Shady Pine Road
The Dalles-Cal Highway
Klamath County
Settlement and Stability of
Fill Widening

Attention: Bob Hector

A print of Region Geologist Van Cleave's report of investigation of the subject foundation is attached and his opinion that there is no stability problem is endorsed.

A print of a sketch showing shape and estimated magnitude of settlement at four locations along the widening is also attached. From experience with similar formations in this area it is expected that settlement will take place fairly rapidly. Probably 90 percent of the settlement will be completed within three months after completion of the fill. This will vary somewhat depending on the rate of placing fill and I would expect that because of the probable slow rate of excavation of material that 90 percent of the settlement will be completed throughout most of the fill well within 90 days after completion.

If the volume of settlement is computed and added to the fill quantity, I would estimate that the swell factor for the excavation material will be of the order of 1 to 1.1.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: R. J. Van Cleave

RECEIVED
NOV 27 1972
LOCATION
SECTION

BP*82478-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
November 13, 1972

Modoc Point - Shady Pine Road

To: F. W. Yarbrough
Geology & Soils Engineer
SALEM

SUBJECT: Foundation Investigation
~~Berkley Springs - Algoma~~
The Dalles-California Hwy.
Klamath County

Soils + Geology

Bob Heuter
11-21-72

R. J VanCleave

From: R. J. VanCleave
Regional Geologist

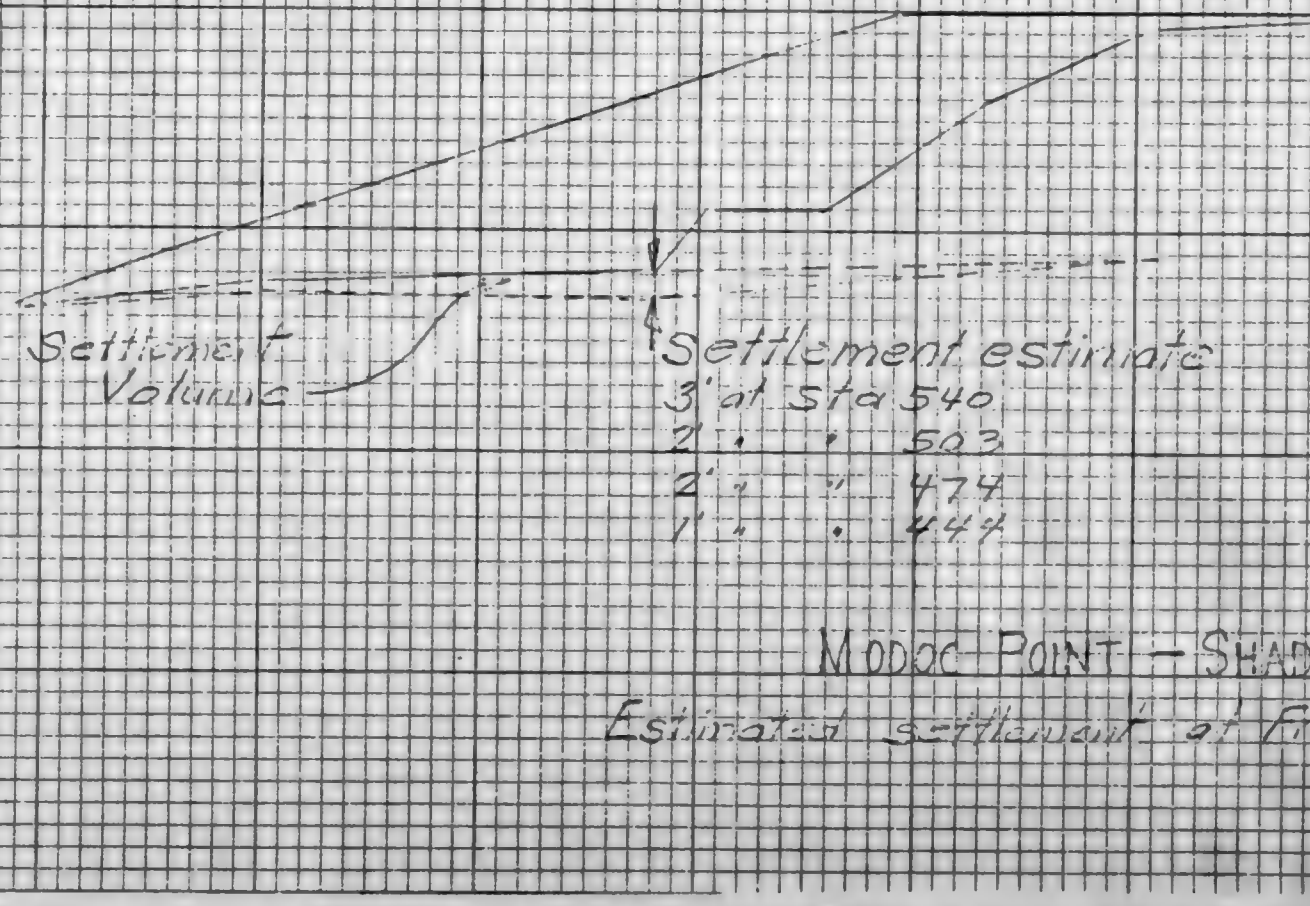
Hand auger holes and penetration tests have been completed on the above section. Basically there were four soil zones encountered; lst 1-6' of black humus silty clay, 2nd 1/2-1 1/2' of fairly clean free draining pumice sand, 3rd 4-7' of silty clay, 4th firm silty sand.

The proposed construction is to widen the road bed on the east side along the existing 12' fill. Considering the top 6' of soil the penetration tests indicate that the cohesion of the material will support a 16' fill. Some subsidence will occur. The pumice sand layer will act as a relief for horizontal movement of water during the subsidence. Considering lower zones of soil and sand substantially higher fills could be supported.

Attached is a vicinity map and soils profile along with hole logs and penetration information.

RJV:kn

cc: J. F. Putnam



MODOC POINT – SHADY PINE ROAD

Estimated settlement at fill widening

11-22-72

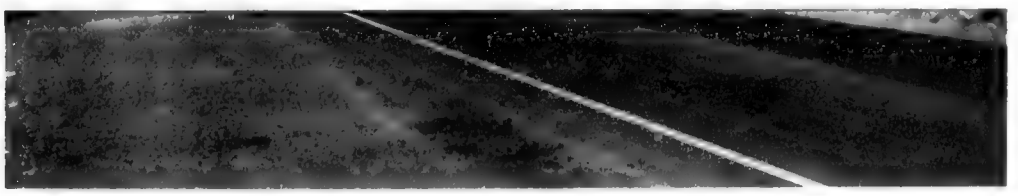
STANDARD ⊕ CROSS SECTION
KEUFFEL & ESSER CO.
MADE IN U.S.A.

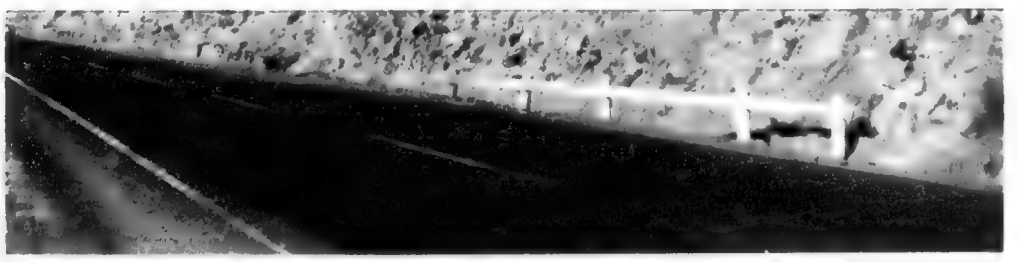
7742

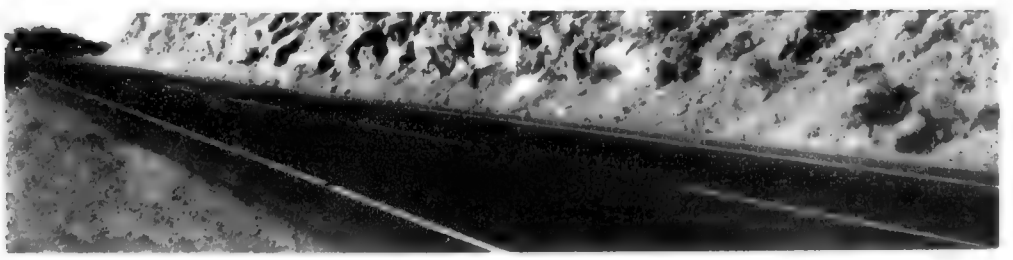
7742

1742

1/42







— 7742

PLAN C

Wire Mesh Screen

A minimum of 900 lineal feet would have to be screened with an average height of 200'. Based upon a figure of $.80/Sq. Ft., derived from information obtained from the State of Washington, this would be, 180,000 Sq. Ft. x 0.80 = $144,000.00.

At least a 10% contingency factor should be added to this figure because of the uncertain nature of the rock. Anchorage problems and the need to rock bolt sections of the netting, could sky rocket the cost estimate.

The State of Washington indicated that maintenance cost can be extremely high, with large sections of netting being lost because of rock failures, and resulting slides.

Finally there is the esthetic considerations. I haven't seen one of these installations that was pleasing to the eye.

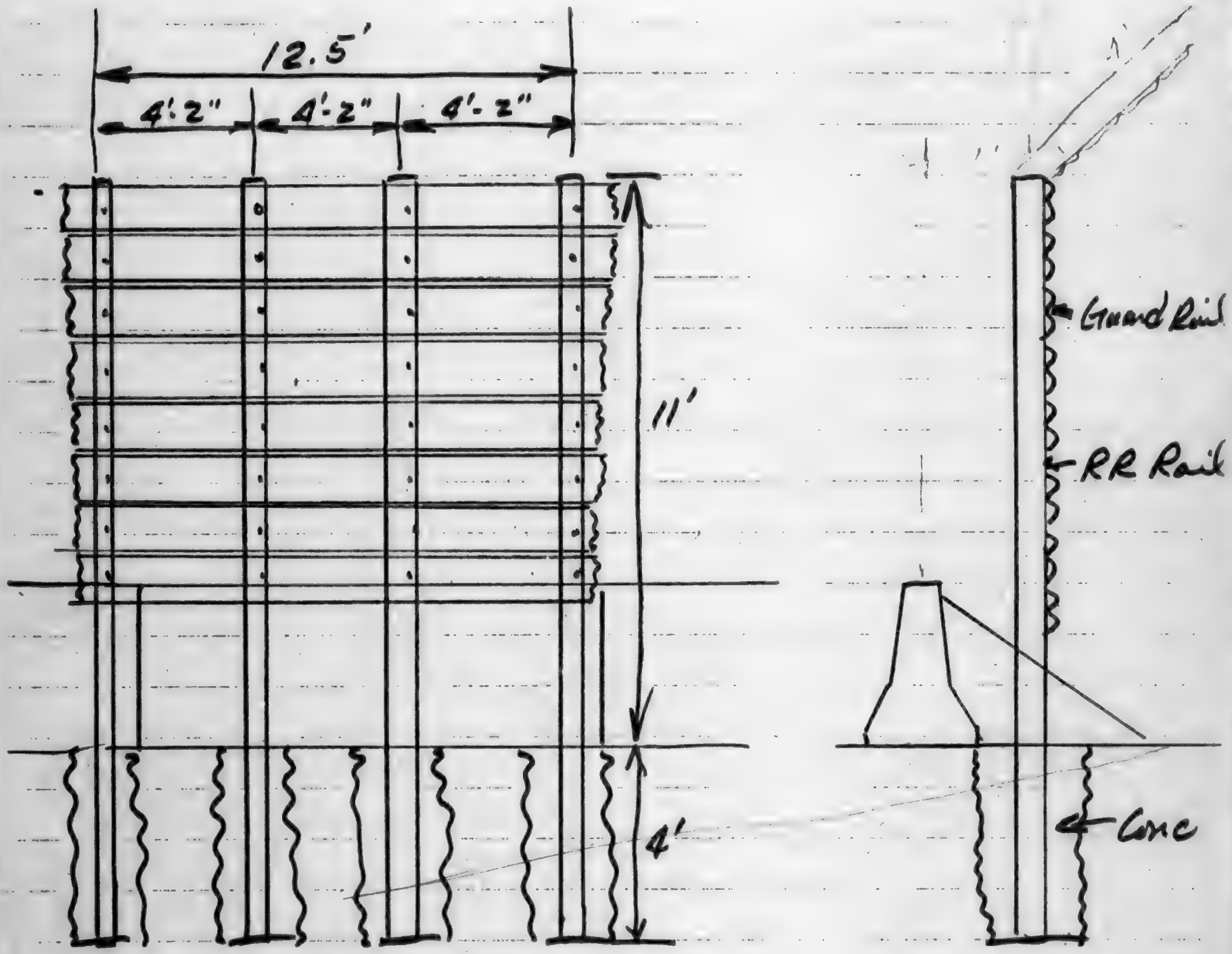
Above statement by Don Adams re. investigation on the Wilson River Hwy.

Investigation for info on the Modoc Point Location.

D Adams

1942

Would Moat be an advantage? No



Rail Lock Barrier

Unit D.

#1. Location of Rock Shed - 777+30 - 781+60
B.L.
regid on both R.R and Hwy.

#2 Location of Wire mesh 779+30 - 781+60
230' x 200' + amount necessary to
fasten down.

#3 Location of dbl. fabric chain link fence
775+00 to 777+30 and 781+60 to 782+60
330' - OK

OK -
#4 Location of Rail Rock Barrier - 777+30 to 781+60
OK

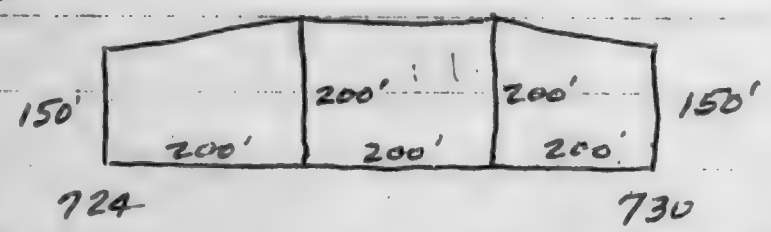
#5 Clean Benches - Equipt. Rental OK
120-40 Both units
160 hr. - 1-D6 Dozer w/angle blade and drum
" - 1-D-9 " w/angle blade and ripper
" - 1-4 Yd loader rubber tired.
" - 4-10yd Rock dump trucks
" - 3- flagmen
" - 2- skilled rock scalers
" - 1- Supt.

Modoc Point Units "C" & "D"

Unit "C"

1. Location of Rock Shed - 725+50 to 728+50
   reqd on both Hwy & R.R.

2. Location of Wire Mesh — 724+00 to 730+00



Blocky heavy rock is at the top. Gunter is not sure the rock screen will hold the material.

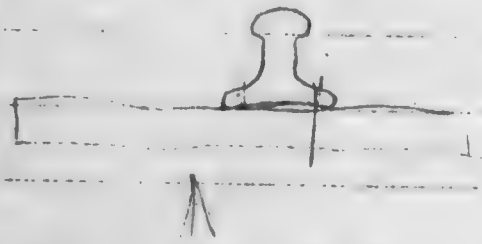
45¢/Lf.

3. Location of dbl. fabric chain link fence.
   724+50
   ~~724+50~~ and 728+50 - 730+00
   ~~4+52~~

#4 Location of Rail Rock Barrier. 724+50 to 728+50
Gunter's cost for 60' of barrier was $70/Lf.

Rail Rock Barrier

RR Rail posts furnished by state, cut 15' long from 30' rail section. Set in concrete, 4' min in ground. ~~Fill~~ on 4'-2" centers, Drill holes in rail flange to attach guard rail element, also furnished by State.



Rock that injured kid came down V of Switch barrier
Sallie has report —
Also on trunk that was hit. —
Rocks came from way up the hill

Recommendation for Unit "D" from Gunter

#1 move roadway to detour location,
move shldr Barrier to new location,
Const wire mesh on slopes,
Const dbl. ~~de~~ mesh Chain link fence,
and const rail rock barrier; Clean off benches

Move roadway	—		$ 30,500
Move Shldr Barrier	—		10,500
~~Const wire mesh~~		to Slope	~~$ 17,500~~
330' — Const Chain link fence	—	Wash. Design	18,500
Const Rail rock barrier	—		125,000 -
Clean off benches	—		$ 10,000 -
			$ 275,000

#2 Const Rock shed Sta 777+30 - Sta 781+60
Repl for RR & Hwy. —
430' x $ 5300 = $ 2,300,000

Recommendation for Unit "C" from Gunter

#1 Install wire mesh on slope — $136,000

If wire mesh on the slope is not considered adequate protection then second choice is:

#2 Const Rock Rail Barrier — ~~$37,000~~

Sta 725+50 to Sta 728+50 — ~~$37,000~~

Const. dbl. fabric Chain link fence — 100,000

Sta 724+00 to Sta 725+50 — ~~7,000~~

Sta 728+50 to Sta 730+00 — 7000

~~44,000~~

$105,600

#3 Const Rock shed

Sta 725+50 to Sta 728+50 — ~~$1,590,000~~

300 x $5300 = $1,590,000

7742

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 8, 1972

To: F I L E

SUBJECT: Modoc Point-Shady Pine Road
The Dalles-California Highway
Klamath County

The project is located on the The Dalles-California Highway approximately seven miles north of Klamath Falls. It is divided into four units with lengths totaling 2.63 miles between MP 258.51 and 267.08. All of the units are adjacent to Klamath Lake. The existing slopes are, in general, boulders and other granular materials imbedded in softer material. Freezing, thawing and wind actions have caused a high rate of separation of the material. The existing typical section provides very little fallout area to accommodate the ravel. This location proposes slope and typical modifications that will tend to stabilize the slopes and accommodate the ravel.

Each of the four units have different geographic characteristics, so different design considerations have been used for each area. This is outlined by units below.

Cross sections and mapping were obtained photogrammetricly. Center line and right of way lines have been picked from right of way maps.

General design considerations include modifying the horizontal and vertical alignment to minimize excavation for a fallout area. Concrete GM rail is proposed at the shoulder line to retain ravel. The rail should be set without anchors which will facilitate removal for access to the fallout area for cleanout. An earth blanket is required behind the rail to protect it from falling rock and displacement by errant vehicles. The existing surfacing is overlaid where appropriate. Guardrail would be installed where necessary on the westerly side of the roadway. Quantities are shown for wire mesh screen slope protection for all sections; however, it is recommended that its use be considered as a contingency plan and it must be installed during initial construction.

The proposal is presented using two alternate typical sections. One calls for 12-foot travel lanes with 8-foot shoulders; the other uses 12's and 4's. Estimates are included for either proposal.

SP 92479-734

Additional right of way is required to accommodate the slope modifications on Unit D. The adjacent railroad right of way was used as a control on the westerly side of the roadway, so railroad encroachment will be required.

An additional anticipated item of slope correction is included in the estimate.

The excavated material is to be hauled and used to construct a section of 4-lane roadway between MP 263.11 and 265.6. The excavated material is to be measured in the fill and quantities determined on an embankment in place basis.

UNIT A MP 265.66 to 267.08 Length 1.42 miles

Design Standards:
- 5,500 lin. ft. GM rail
- 20-foot fallout area
- 3/4:1 cut slopes
- Horizontal alignment change
- 2-inch AC overlay of existing pavement

Utilities: No apparent utility conflicts

Right of Way: No additional right of way required

Costs:

4-foot shoulders	$ 559,263
4-foot shoulders with screen	990,025
8-foot shoulders	882,887
8-foot shoulders with screen	1,503,729

Recommendation: Clear approximately 2,000 c.y. of ravel from existing fallout area and install GM rail only. Consider additional work as a possible future project. Cost, $64,500

UNIT B MP 262.25 to 262.82 Length 0.57 mile

Design Standards:
2,000 lin. ft. GM rail
20-foot fallout area
Variable slopes - removing overburden to plane of solid material
Horizontal and vertical alignment change
2-inch AC overlay of existing pavement

Utilities: No apparent utility conflicts

Right of Way: No additional right of way required

Costs:

4-foot shoulders	$ 130,639
4-foot shoulders with screen	368,239
8-foot shoulders	255,559
8-foot shoulders with screen	534,516

Recommendation: Construct unit using 12-foot travel lanes and 4-foot shoulders. The use of wire screen slope protection is not recommended. Cost, $130,600

UNIT C MP 259.48 to 259.78 Length 0.30 mile

Design Standards:
1600 lin. ft. GM rail
20- to 30-foot fallout area
3/4:1 cut slopes
Horizontal alignment change
2-inch AC overlay of existing pavement
Bin wall required to retain fill

Utilities: No apparant utility conflicts

Right of Way: No additional right of way required

Costs:

4-foot shoulders	$ 138.084
4-foot shoulders with screen	180,197
8-foot shoulders	219,359
8-foot shoulders with screen	316,393

Recommendation: Construct unit using 12-foot travel lanes and 4-foot shoulders. The use of wire screen slope protection is not recommended. Cost, $138,100

UNIT D MP 258.51 to 258.85 Length 0.34 mile

Design Standards: 1800 lin. ft. GM rail
20-foot fallout area
3/4:1 cut slopes with 30-foot benches
No alignment changes
2-inch AC overlay of existing pavement

Utilities: Powerline easterly of the roadway will be affected

Right of Way: Additional right of way is required (0.9 acre)

Costs:

4-foot shoulders	$ 160,578
4-foot shoulders with screen	231,433
8-foot shoulders	377,102
8-foot shoulders with screen	555,136

Recommendation: Construct unit using 12-foot travel lanes and 4-foot shoulders. The use of wire screen slope protection is not recommended. Cost, $160,500

FILL AREA UNIT MP 263.11 to 264.70 Length 1.6 miles

Design Standards: 12-foot travel lanes with 8-foot shoulders
2-inch AC overlay of existing pavement

Utilities: No apparent utility conflicts

Right of Way: No additional right of way required

Costs: $365,195 to complete 1.6 miles with 8-foot shoulders

Recommendations: This area has been investigated for foundation or displacement problems by the Soils Engineer. No problems are anticipated. Recommended that 1.6 miles of 4-lane passing section be developed with materials from cleanup of Unit A and construction of Units B, C and D. Cost, $365,200

Robert D. Hector
Office Location Engineer

cc E. S. Hunter
Victor D. Wolfe
J. F. Putnam

RDH:mc

RECEIVED
SEP 27 1972
FOR FILING

7942

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September ~~26~~ 27, 1972

SUBJECT: Modoc Point Section
The Dalles-California Highway

To:

L. P. Shaw
Asst. State Highway Engineer

B u i l d i n g

I reviewed the Modoc Point section of The Dalles-California Highway with Mr. Putnam and Mr. Hector last week.

The fallout continues to be a serious problem on this section of highway as it has been in the past; however, is being continually compounded by increasing traffic volumes.

I strongly urge that immediate attention in the way of either a negotiated contract or formal contract be finalized to correct the most obvious sections where fallout is gaining direct and continual access to the highway.

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: J. F. putnam

9-27-72

I believe this matter is being put into 4 units for priority assignment by Administration. Wolfe is working on it at this time

Lloyd Shaw

Original returned to Bothman 9-27-72

RECEIVED
SEP 27 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1972
FORM E-30

FOR FILING

7942

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
September 25, 1972

SUBJECT: Cost of Rock Patrol and Cleanup Modoc Point

To: E. S. Hunter
Assistant State Highway Engineer
SALEM

Attention: Victor D. Wolfe
Location Engineer

FROM: J. F. Putnam
Regional Engineer

District Engineer John Gunter has provided us with the following costs for rock patrol and cleanup on the Modoc Point Section for the years from 1969-1972.

Cost of Rock Patrol and Cleanup
MODOC POINT SECTION

	1969-1970	1970-1971	1971-1972
Patrol	$24,000	$24,000	$24,000
Cleanup	8,000	5,000	12,000
	32	29	36

JFP:11

cc: John Gunter

NOTED
E. S. HUNTER
cc Wolfe

RECEIVED
SEP 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1972
FOR FILING
7942

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2557 ALTAMONT DRIVE
KLAMATH FALLS, OREGON 97601

Date: 25 August 1972

To: Mr. E.S. Hunter
Ass't State Highway Engineer
S A L E M

SUBJECT: Rock Slide Correction
Modoc Point - Algoma
The Dalles - California Highway
Klamath County

From: JOHN L. GUNTER
District Engineer

Submitted under seperate cover this date one carton of photogrammetric cross sections and manuscript. Attached to cover letter please find other data on subject project.

Please note the cross sections and manuscript were not correlated to engineers stations or mile posts.

The telephone poles on the West side of the highway between the railroad and the highway have been removed, therefore no conflict.

There is an existing power line on the East side of the highway which may be in conflict.

If additional data is needed please advise and I will try to supply.

cc: J.F. Putnam

NOTED
E. S. HUNTER

Returned from Location

RECEIVED
AUG 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
APR 6 1972
DIST. ENGR. OFFICE
DF ADL HMD

Return to J.P.

19-1.2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1971

SUBJECT:

To:

Mr. J. F. Putnam
Regional Engineer

B E N D

Photogrammetric Cross Sections
Modoc Point Vicinity

Forwarded under separate cover are cross sections and supporting data for some of the requested cross sections on The Dalles-California Highway in the vicinity of Modoc Point.

Supporting data is a print of our 1" = 50' manuscript which shows horizontal position of control traverse and premarks for orientation of cross sections. The control points and premarks were monumented and numbered at time of survey; if there is any difficulty in recovering these points, we can have a man from our field crew assist in field identification. Cross sections are approximately perpendicular to the existing center line of the traveled way as shown on the manuscript print.

As of this date we are forwarding cross sections for areas "A" and "B" as shown on the enclosed Modoc Point quadrangle. Areas "C" and "D" will be forwarded as soon as work load allows or your needs require.

Fred Jeter

Fred P. Jeter
Photogrammetric Engineer

Encl.

FPJ:ia

Copy to Carl Williams

Line A

72+50

HOWARD BAY

CALEDONIA MARSH

CALEDONIA DIKE

Willow Creek Handle

Buck Island

Hanke Marsh

PACIFIC

Shady Pine

Bald Hill

PLUM

Plum Valley

Cedar Canyon

Rabbit Flat

Bear Wallow

Cross Dike

Cinder Pit

Payne Canyon

Bennett Point

Government Hill

Porter Butte

WESTSIDE

WOCUS MARSH

Long Lake Valley

McCornack Point

The Neck

Pelican City

KLAMATH FALLS

KLAMATH FALLS 6.3 MI

KLAMATH FALLS CITY HALL 2.3 MI

R 8 E

R 9 E

T 38 S

SCALE 1:62500

CONTOUR INTERVAL 40 FEET

DOTTED LINES REPRESENT 20 FOOT CONTOURS

DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION

Heavy-duty — Light-duty

Medium-duty — Unimproved dirt

U S Route

OREGON

QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D. C. 20242

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MODOC POINT, OREG.

N4215—W12145/15

1957

AMS 1068 IV-SERIES V782

RESERVATION
UPPER KLAMATH LAKE
LOWER KLAMATH LAKE
Modoc Point
Modoc Point
SOUTHERN PACIFIC
Telephone Flat
Anderson
Yellow Jacket Spring
Oasy Spring
Sucker Spring
Barkley Spring
Hummingbird Spring
Algoma
Rattlesnake Point
Squaw Point
Howard Bay
Mountain
Naylor Mountain
Plum Valley
Canyon
Nalox (Site)
Ankeloper
Hell Canyon
Yellow Jacket
Sucker
Barkley
Hummingbird
Rattlesnake
Line A
B Line
C Line
D Line
300+00
324+50
200+00
239+00
100+00
130+00
2+00
72+50
BM 4146
BM 4151
BM 4142
BM 4139
BM 4149
BM 4165
VABM 5280
T 37 S.

TERIOR
Y

MODOC POINT QUADRANGLE
OREGON–KLAMATH CO.
15 MINUTE SERIES (TOPOGRAPHIC)

1669 II (CALIMUS BUTTE)

BEND 113 MI.
CHILOQUIN 5.6 MI.

1669 III (CHILOQUIN)

R 7 E.

R 8 E

1660 000 FEET

121°45'

42°30'

300 000 FEET

WILLIAMSON RIVER

K L A M A T H

I N D I A N

R E S E R V A T I O N

Chiloquin

Ridge

Wrights Meadows

Dead Mill Cem

BM 4172

BM 4167

SOUTHERN PACIFIC

BM 4154

BM 4146

Modoc Point

Modoc Point

BM 415

Telephone Flat

BM 4165

300+00

D Line

324+20

200+00

C Line

239+00

Line A

72+50

LAKE

HOWARD BAY

CALEDONIA DIKE

CALEDONIA MARSH

Klippel Canyon

Buck Island

Hanke Marsh

PACIFIC

Shady Pine

Bald Hill

PLUM Valley

Plum Canyon

Simpson Canyon

Rabbit Flat

Wocus

Bear Wallow

Cross Dike

Pump

Payne Canyon

Bennett Point

Government Hill

Porter Butte

WESTSIDE

WOCUS MARSH

McCornack Point

The Neck

Pelican City

Long Lake Valley

Lake Hill

BM 4382

BM 4345

BM 4150

BM 4148

BM 4149

BM 4153

BM 4169

BM 4161

(KLAMATH FALLS) 1668 III

KLAMATH FALLS 4.3 MI

KLAMATH FALLS CITY HALL 2.3 MI.

R 8 E

R 9 E

SCALE 1:62500

CONTOUR INTERVAL 40 FEET

DOTTED LINES REPRESENT 20 FOOT CONTOURS

DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION

Heavy-duty

Medium-duty

Light duty

Unimproved dirt

U S Route

OREGON

QUADRANGLE LOCATION

MODOC POINT, OREG.

N4215—W12145/15

1957

AMS 1668 IV—SERIES V782

shed by the Geological Survey

GS

graphs by ER-55 plotter

E7 Aerial photographs taken 1955

North American datum

gon coord nate system, south zone

erse Mercator gr d lines.

pproximate locations

wn in brown

UTM GRID AND 1957 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D. C. 20242

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Modoc Point

Modoc Point

PACIFIC

BM 4151

Locomotive

Telephone Flat

Yainax Butte Spring

Ouxy Spring

Sucker Spring

Bartley Spring

Hummingbird Spring

Algoma

Rattlesnake Point

BM 4151

BM 4139

BM 4149

BM 4151

BM 4151

BM 4151

BM 4145

BM 4142

BM 4142

BM 4145

BM 4151

BM 4151

VABM 5260

Naylor (Site)

Naylor Canyon

Naylor Mountain

Plum Valley

Plum Canyon

Antelope Spring

Antelope Ridge

Yainax Butte

Spence Mountain

Squaw Point

HOWARD BAY

KLAMATH LAKE

(SWAN LAKE)

E 1/4 Cor

E 1/4 Cor

E 1/4 Cor

TATES
THE INTERIOR
SURVEY

MODOC POINT QUADRANGLE
OREGON—KLAMATH CO.
15 MINUTE SERIES (TOPOGRAPHIC)

BEND 113 MI.
CHILOQUIN 5.6 MI.

1669 III
(CHILOQUIN)

R 7 E.

R 8 E

1 660 000 FEET

121°45'

42°30'

Wrights
Meadows

T 35 S

4705

4703

300 000
FEET

Dead Hill
Cem

BM 4172

BM 4172

BM 4167

BM 4154

BM 4146

BM 4165

Pump

Modoc Point

Modoc
Point

SOUTHERN PACIFIC

KLAMATH

INDIAN

RESERVATION

Chiloquin

Ridge

Telephone
Flat

300+00

D Line

324+50

200+00

C Line

239+00

NOTED -
GUNTER

Gunter 18/12

FORM S-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1970

To: MEMO TO THE FILES

SUBJECT: Modoc Point Aerial Photography

On November 25, 1970, Mr. Fred Jeter was instructed to fly the area. Place horizontal and vertical controls in the hazard areas (1.64 miles). Produce cross sections for the 1.64 mile area.

Prefix - 5021-900

Ceiling - $3,400

ORIGINAL SIGNED BY C. M. WILLIAMS

Carl M. Williams
Maintenance Operations Engineer

CMW:ds

cc: J. F. Putnam

18-12

Klamath Falls
November 17, 1970

Modoc Point Aerial Photography

J. F. Putnam
Regional Engineer
BEND

Herwith per my promise is a copy of straight line chart which shows in red the hazard area by mile post and the area in green is where w e encounter occasional rock problems. I would think we should fly the entire strip between M. P. 258.43 and 262.82, and the short strip between M. P. 265.7 and 267.0.

John L. Gunter
District Engineer

JLG:emy
Enclosure

Dalles-California Hwy
District 11

M.P. 258.43
Hazard Area
M.P. 258.83
M.P. 259.0
Occasional Rock Problem
M.P. 259.45
Hazard Area
M.P. 259.85
M.P. 260.25
Occasional Rock Problem
M.P. 262.28
Hazard Area
M.P. 262.82
M.P. 265.7
Occasional Rock Problem
M.P. 266.5
Hazard Area
M.P. 266.8
Occasional Rock Problem
M.P. 267.0
.3 Tenths

257.76	Road (Pub.) to HODOC POINT HWY. No. 427	
257.96	Forest Boundary	
258.01	Road (Pub.)	
242.20		End Climbing Lane 227.26 — Sand Creek
242.46		Forest B
242.62		Cattlepass
242.77		Forest Boundary 227.77 — Road (Pub., Silver Lake R
243.13		Forest Boundary
243.76		Block Five Road (NFD)
243.78		Park Boundary
243.98		*Spring Creek*
244.10		Road (Pub.) to Collier St. Pk. Museum
244.29		Park Boundary
245		230
246.28		Cattlepass
246.10		Road (Pub.)
246.31		Forest Boundary
246.63		Cattlepass
246.81		Forest Boundary 231.93 — Fuego Road
247.45		Begin Interchange
247.64		O-Xing, CHILOQUIN HWY. No. 422
247.71		End Interchange
262.80	Forest Boundary / Algoma Road (Co.) to Berkley Spring	
263.11	*Berkley Springs Outlet*	
248.78		Chiloquin Ranger Station
249.09		Jct. CHILOQUIN HWY. No. 422
249.28		Cattlepass
260		226
265.65	*Algoma Log Pond*	
265.68	Algoma Road (Co.)	
267.05	Shady Pine Road (Co.)	
251.64		=251.64N Begin Interchange
251.81		251.84N Jct. Hwy. No. 22 (W. Bnd.)
251.86		Jct. CRATER LAKE HWY. No. 22
251.95		=251.95N End Interchange
251.99		Road (Pub.)
252.21		*Williamson River*
252.36		*Irrigation Canal*
252.52		Lobert O-Xing, S. P. Co.
		235.98 — Egan Springs
		236.68 — Forest Bound
		236.85 — Kirk-Shelock
		237.08 — Forest Bound

Southern — UPPER KLAMATH LAKE — Pacific Cr — WINEMA NATIONAL FOREST — Collier Memorial State Park — FAP 4 — LOBERT JCT. M.P. 251.88 — ALGOMA M.P. 265.68

16-12 3

FORM 8-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
November 19, 1970

SUBJECT: Modoc Point Aerial Photography

To: Carl M. Williams
Maintenance Operations Engineer
Salem

Herewith a straight line chart showing the trouble areas of rock fall between Modoc Point and Hamilton Station on Highway 97, and an Authority for Survey in the amount of $3,400.00 for the preparation of an aerial contour map.

We are submitting this in a form of Authority for Survey rather than a Minor Betterment, as this is what the money should be charged too.

I'm sure that the amount of work involved in any corrective action, will be too great for maintenance forces to perform and any request for preliminary survey work should be done under a Survey Authorization.

I cannot agrue, that any engineering work done in connection with Minor Betterment construction, should be charged to Minor Betterment; but preliminary work should be charged to a survey prefix.

J. F. Putnam
Regional Engineer

JFP:pb

Enclosures

cc: John Gunter

OP 82479-724

RECEIVED
DIVISION IV BEND
NOV 9 1970
DE ☐ ADE ☐ ADE ☐ DOO ☐ DOE
Assigned
Action

FORM E.30 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1970

SUBJECT:

To: Mr. J. F. Putnam
Region 4 Engineer

Modoc Point Aerial Photography

BEND

In an effort to seek a solution to the falling rock problem in this area, more information is required.

Please define the limits of the troubled areas and write Minor Betterment Order to cover a controlled aerial survey that will produce a 2-foot contour map.

Mr. Jeter estimates the cost of a 1" = 50' map with 2-foot contours at $3,400.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Maintenance Operations Engineer

CMW:ds

we will make up Survey Authorization

KLAMATH FALLS, OREGON
27 March 1970

Mr. J.F. Putnam
Division Engineer
B E N D

Slide Correction Projects, D-11
The Dalles-California Highway
Klamath County

Attached hereto per your letter dated 4 March 1970 are data supporting two seperate projects which I feel are worthwhile and which would greatly reduce maintenance costs and increase traffic safety.

For identification the projects are labeled Sections "A" and "B".

Section "A": M.P. 258.5 to 258.8, The Dalles-California Highway.

Section "B": M.P. 259.5 to 259.7, The Dalles-California Highway.

Both sections consist of talus slopes and boulders imbedded in soil and granular material and have a high rate of seperation during freezing and thawing. These conditions cause the boulders to dislodge and fall onto the highway, causing a very hazardous condition for the traveling public and result in constant maintenance costs.

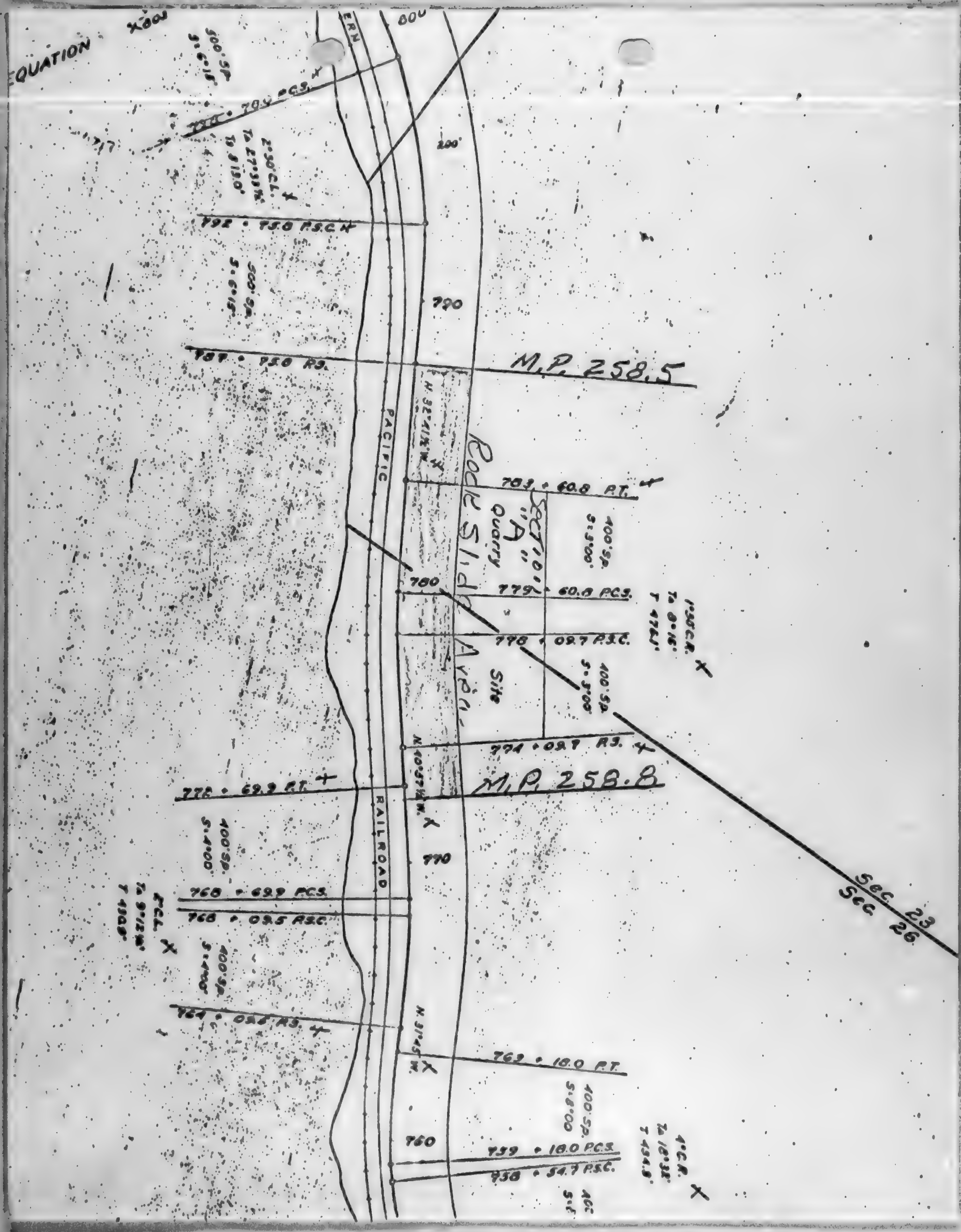
It is recommended that two slope benches be constructed to eliminate as many rocks from falling on the highway as possible. It is believed that proper maintenance of the benches would greatly reduce the problem.

Due to the nature of these projects, it is my feeling we would get a better job more in line with what we want if they were set up on an equipment rental basis. The estimated cost is $50,000 each for a total of $100,000. No breakdown of labor, materials or equipment is included. Estimated cost of engineering is $10,000.

If funds can be made available I strongly recommend these two sections be corrected, as this area is where most of our problems arise.

ORIGINAL SIGNED BY: J. L. GUNTER

JOHN L. GUNTER
DISTRICT ENGINEER


EQUATION
ERN
PACIFIC
RAILROAD
Rock Slide
Section "A" Quarry Site
M.P. 258.5
M.P. 258.8
Sec. 23
Sec 26
700 + 70.4 P.C.S.
700 + 75.0 P.S.C.
700 + 75.0 R.S.
703 + 60.8 P.T.
775 + 60.8 P.C.S.
776 + 09.7 P.S.C.
774 + 09.7 R.S.
776 + 69.2 P.T.
768 + 69.9 P.C.S.
768 + 09.5 P.S.C.
764 + 09.5 R.S.
762 + 18.0 P.T.
759 + 18.0 P.C.S.
758 + 54.7 P.S.C.
N. 32°41½' W.
N. 37°45' W.
N. 40°57½' W.
N. 31°45' W.
S. 5°00' E.
400' Sp.
2-30' Cl.
To 27°59½'
To 1150'
1°50' C.
To 3°15'
T 478.1'
4° C.
To 10°32'
T 434.8'
To 9°12½'
T 410.8'
700
710
720
730
740
750
760
770
780
790
800

754 + 54.9 RS.

N. 50°17' W.

750

750 + 03.5 RT.

100' SP. S. 1°36'

746 + 03.5 PC.S.

745 + 63.0 RS.C.

P.I. B.C. To 6°46' T 460.6'

100' SP. S. 1°36'

741 + 63.0 RS.

R/W Line 2

740

N. 43°51' W.

HWY. & R.R. R/W 2

736 + 90.9 PT.

M.P. 259.50

100' SP. S. 1°36'

C.C. To 3°46' T 455.5'

732 + 90.9 PC.3

732 + 20.1 RS.C.

100' SP. S. 1°36'

730

728 + 20.1 RS.

Rockside "B" Area

N. 47°17' W.

M.P. 259.7

724 + 31.6 RT.

100' SP. S. 1°00'

720

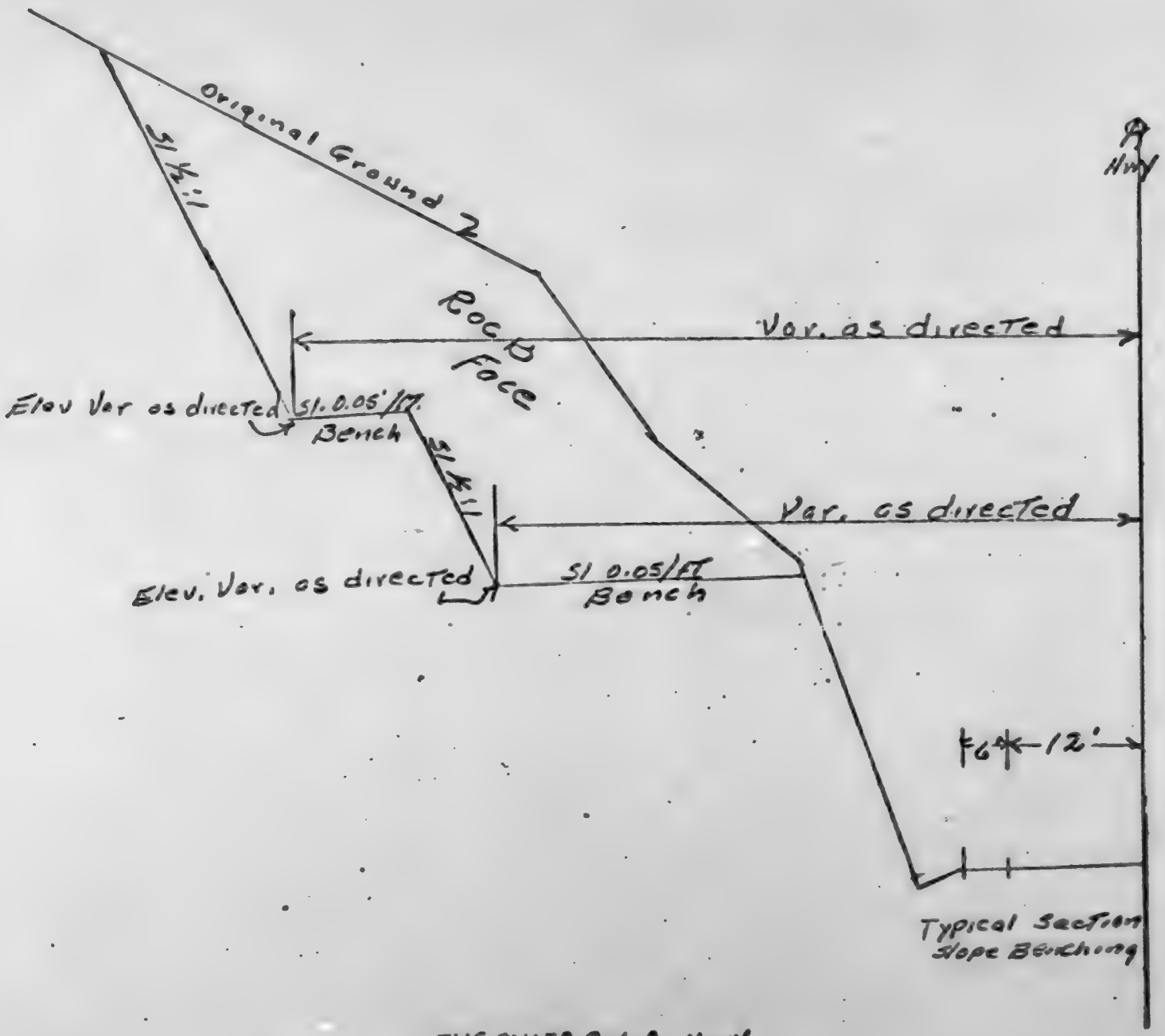
720 + 31.6 PC.3.

719 + 52.9 RS.C.

P.C. To 3°26' T 435.5'

100' SP. S. 1°00'

715 + 59.9 RS.



THE DALLES-Calif. Hwy
Medoc Point-Barkley Springs Sec.
Klamath County
M.P. 258.5 - 258.8
M.P. 259.5 - 259.7
March 1970

RECEIVED
FORM E-30 (REV 10 69)
FILING
7942

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1972

SUBJECT: Rock fallout
Modoc Point-Algoma Point Section
The Dalles-California Highway

To:

L. P. Shaw
Asst. State Highway Engineer

B u i l d i n g

Please find attached proposal submitted and approved by E. S. Hunter in March, 1972 and instructions given to J. F. Putnam March 22, 1972 relative to starting a moderate minor betterment program within the monies available to develop fallout areas on the subject section.

Mr. Hunter, Assistant State Highway Engineer in charge of maintenance at the time, approved the minor betterment program as outlined on March 10, 1972. This approval precipitated my instructions to J. F. Putnam on March 22.

Recent questions by Representative Heard generating a letter by Mr. Edwards, brought up the question by Mr. Edwards as to what type of a betterment program we were pursuing. I advised Mr. Edwards of the type of program and he somewhat questioned a minor betterment program, the feeling apparently being that by starting a program we would be exposing ourselves to the question as to why we have not corrected this hazard at other locations. My answer is that I feel that we need very definitely at this point to start a program within the monies available, correcting the cuts by developing fallout areas on a priority basis. The past accident history has brought the problem into prospective. Past surveys by region including the one I initiated in 1971 and which did finalize in the proposed program we are now commencing, commits the Highway Division to correcting the fallout areas on a priority basis.

I solicit your approval at this time to proceed with the programming previously approved by Mr. Hunter.

Robert N. Bothman
Maintenance Engineer

RNB:mp
Attachments

RECEIVED
AUG 4 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

B/U 9/1/72

Salem, Oregon
March 22, 1972

Rock fallout areas
Modoc Point-Algoma Point Section
The Dalles-California Highway

J. F. Putnam
Region 4 Engineer

BEND

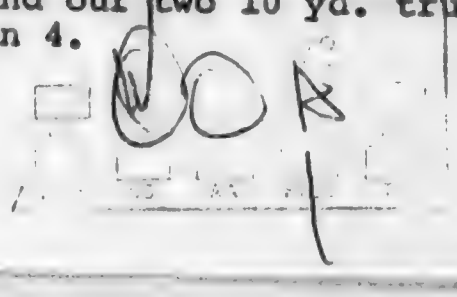
Please proceed with maintenance and minor betterment corrections on this section as outlined below.

All weekly reports from District 11 should document weekly the maintenance performed on the subject section. This documentation should include the rock patrol activities, falling rock activities, and cleanup or work activities. In the case of last month, documentation should indicate that higher priorities such as patching pavement breakup precluded removal of the fallout behind the wall.

Cleanup of the fallout area behind the rock wall was to commence March 13 and continue until such time as the fallout areas are restored, both behind the wall and adjacent to the highway. This effort should be continuously scheduled to maintain the fallout areas so that they are effective.

Please schedule restoration of the rock wall as soon as manpower is available. It shall be restored to provide continuous protection along that section until such time as the wall is replaced at a later date with another type of barrier. The effort to continue developing fallout area behind the rock wall should be continued.

Please schedule a minor betterment project to proceed with Section "D" as proposed in your earlier correspondence, including excavation of the existing rock face back to a 3/4:1 or steeper slope to develop a 20 ft. fallout area behind a precast GM barrier installation. Consideration should be given to placing additional steel in the GM barrier in order to handle the anticipated rock fall. The installation should be so made that replacement sections can be substituted for those damaged. Consideration should be given and wherever possible the centerline relocated westerly in order to gain additional width by pushing the road to the west cutting in to the cut section on the west as far as possible, but leaving a berm section between the highway and the railroad. The project is to be accomplished by State Forces supplemented by drilling equipment hired from private contractors. We should utilize our shovel, our dozers, and our two 10 yd. trucks we have set up for this purpose in Region 4.



The minor betterment order should be written so as not to exceed $50,000 from your 1972-73 minor betterment program. The work should be scheduled to commence on or about June 1 with perhaps some progress made prior to the paving season. The remainder of the work should be accomplished after the paving season and prior to the winter snow season of 1972-73.

The cut bank should not be extended any further up the hill into virgin territory, and the work limited to providing a uniform slope on the existing cut. I believe we can go to steeper than 3/4:1 in this situation, and come up with an effective fallout section. It appears that we should probably get at least 10 ft. on the westerly side of the road.

I intend to proceed with this minor betterment each year on this section.

Robert N. Bothman
Maintenance Engineer

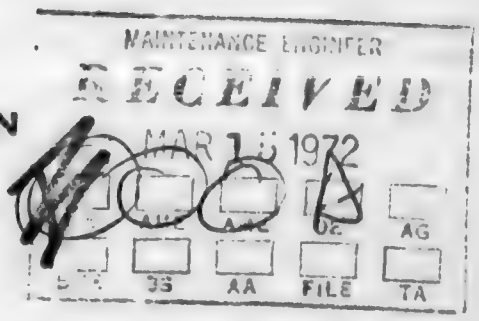
RNB:mp

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1972



SUBJECT: Rock fallout, Modoc Point,
Algoma Point
The Dalles-California Highway

To:

E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

Last fall I submitted to you a proposal for a program correction for the more serious locations on the subject section insofar as rock fallout.

My proposal at that time was to utilize a protective wall consisting of "H" pile, guardrail, and planking similar to that we have utilized successfully during the last year on the Wilson River Highway. You referred the report back to me with the request that I review the possibility of a GM rail.

The overall section has been divided into four portions for consideration. Actually the sections run south to north; therefore, portion "D" is the area immediately south of Modoc Point. It is felt that this is the most hazardous insofar as falling material and has given us the greatest cause for concern.

The second section "C" is located just south of the new weight station and also has given us considerable problems with fallout.

Sections "B" and "A" are located further south. Both of these two sections presently have a rubble retaining wall with a fallout area which has been developed over the last few years behind the wall, and they do not cause us serious problems other than the problem of maintaining the rubble wall.

Attached are the estimates to provide for the "Wilson River" type wall, the GM rail or a concrete shield barrier.

I would like your approval to commence with a program for major correction on this section over a five-year period under minor betterment, commencing with Section "D" and then proceeding with Section "C" over the next four years. I would like to try a GM rail type barrier. This would indicate a 12' traveled lane, 8' shoulder GM barrier, 20' fallout, and backslope of 3/4:1. The estimate for the initial section is $85,000. I would propose to use precast sections of the GM rail and to do the remainder of the work with State Forces, hiring equipment as needed to work on the rock slopes.

Bothman 3-10-72
Section "D" with GM Barrier approved for const. with "73" M.B. funds - not to exceed $50,000.
EAH
No 72 Funds Available
Clean up will accomplish some EX

Robert N. Bothman
Maintenance Engineer

RNB:mp
Attach.

MODOC POINT
The Dalles-California Highway
Klamath County

Cost Estimate Summary

SECTION "A":

Total Length - 6,800 feet		
General Excavation 316,728 Cu. Yds. @ $2.00/Cu. Yd.		$633,456
Protective Wall (H-Pile, Rail and Planking)		60,452
	TOTAL	$693,908
With G. M. Barrier (Pre-Cast Sections)		85,000
	TOTAL	$718,456
With Concrete Shield Barrier (Poured-in-Place)		98,310
	TOTAL	$731,766

SECTION "B":

Total Length - 2,900 feet		
General Excavation 52,195 Cu. Yds. @ $2.00/Cu. Yd.		$104,390
Protective Wall (H-Pile, Rail and Planking)		25,781
	TOTAL	$130,171
With G. M. Barrier (Pre-Cast Sections)		36,250
	TOTAL	$140,640
With Concrete Shield Barrier (Poured-in-Place)		41,926
	TOTAL	$146,316

SECTION "C":

General Excavation 87,386 Cu. Yds. @ $2.00/Cu. Yd.		$174,772
Protective Wall (H-Pile, Rail and Planking)		30,226
	TOTAL	$204,998
With G. M. Barrier (Pre-Cast Sections)		42,500
	TOTAL	$217,272
With Concrete Shield Barrier (Poured-in-Place)		49,155
	TOTAL	$223,927

MODOC POINT
The Dalles-California Highway
Klamath County

Cost Estimate Summary (Continued)

SECTION "D":

General Excavation 21,573 Cu. Yds. @ $2.00/Cu. Yd.		$43,146
Protective Wall (H-Pile, Rail and Planking)		14,669
	TOTAL	$57,815
With G. M. Barrier (Pre-Cast Sections)		20,625
	TOTAL	$63,771
With Concrete Shield Barrier (Poured-in-Place)		23,855
	TOTAL	$67,001

Move westerly where possible

Stand steep as possible

MODOC POINT
The Dalles-California Highway

Summary Sheet

Excavation for 20' Fallout Area

Area	Station to Station	Quantity
Section "A"	Station 2+00 to 73+00	316,728 Cu. Yds.
Section "B"	Station 99+50 to 129+50	52,195 Cu. Yds.
Section "C"	Station 199+50 to 235+50	87,386 Cu. Yds.
Section "D"	Station 304+00 to 322+50	21,573 Cu. Yds.
	TOTAL EXCAVATED	477,882 Cu. Yds.

Cost for Excavation per Cu. Yd. $2.00 x 477,882 = $955,764

Protective Wall

Area	Length
Section "A"	6,800 feet
Section "B"	2,900 feet
Section "C"	3,400 feet
Section "D"	1,650 feet

MODOC POINT
The Dalles-California Highway

Estimate of Cost for Protective Wall

G. M. Type Shoulder Barrier

(Pre-Cast Sections)

Area	Length	Unit Price	Amount
Section "A"	6,800 feet	$12.50/ft.	$ 85,000
Section "B"	2,900 feet	$12.50/ft.	36,250
Section "C"	3,400 feet	$12.50/ft.	42,500
Section "D"	1,650 feet	$12.50/ft.	20,625
		TOTAL	$184,375

64,000

Concrete Shoulder Barrier

(Poured in Place)

Area	Length
Section "A"	6,800 @ 0.13143 Cu. Yds./Ft. @ $110/Yd. = $ 98,310
Section "B"	2,900 @ 0.13143 Cu. Yds./Ft. @ $110/Yd. = $ 41,926
Section "C"	3,400 @ 0.13143 Cu. Yds./Ft. @ $110/Yd. = $ 49,155
Section "D"	1,650 @ 0.13143 Cu. Yds./Ft. @ $110/Yd. = $ 23,855
	TOTAL = $213,246

75,000

MODOC POINT
The Dalles-California Highway

Estimate of Cost for Protective Wall

H Piling (8" wide Flange) 24#/Ft. Rail and Planking

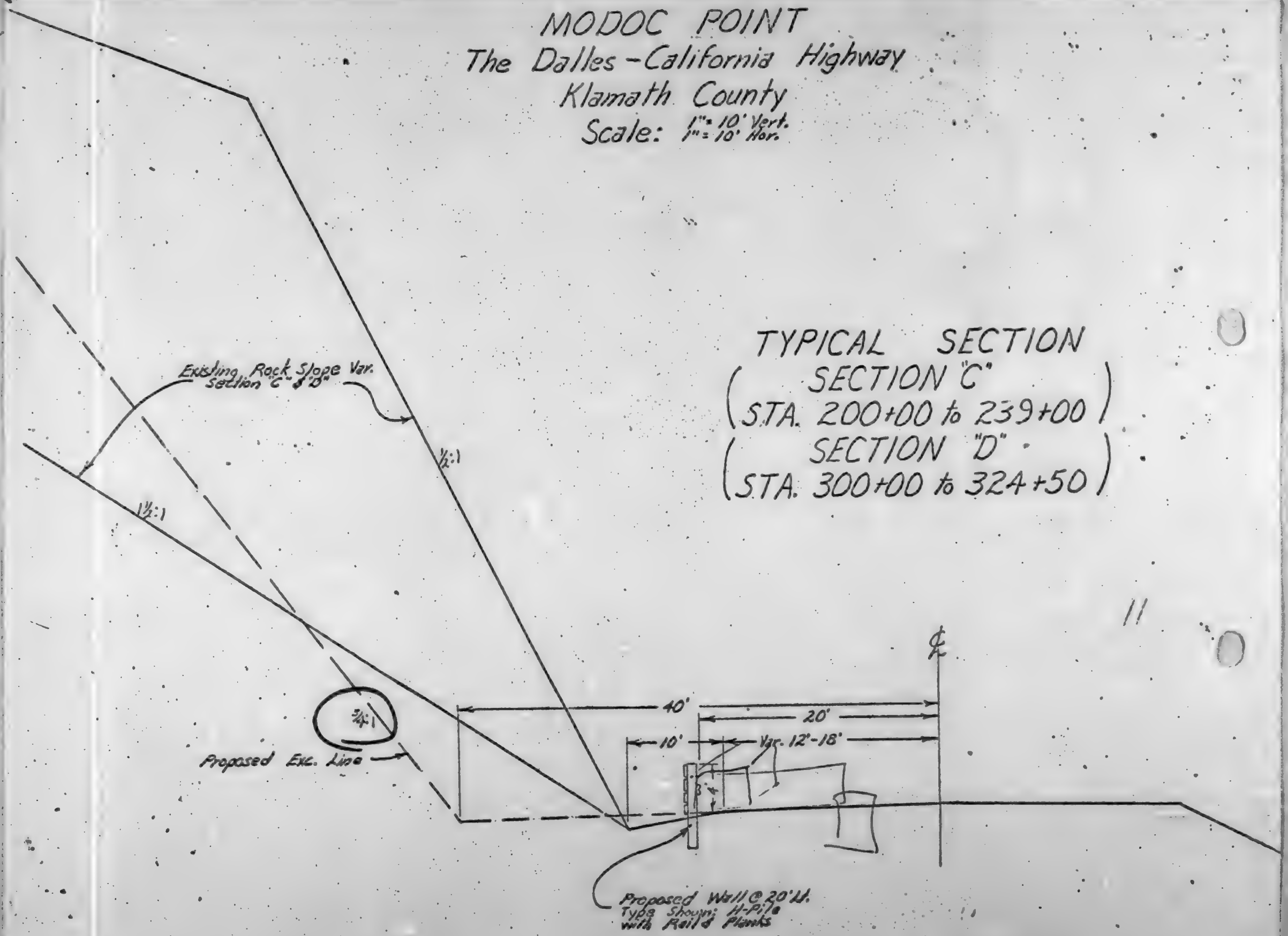
AREA

Section "A" -	6,800 feet Guardrail members @ $2.25/Ft. =	$15,300
	8WF24 @ 12-1/2' centers = 544Pcs.x7' @ $5.00/Ft =	19,040
	4"x12" Fir planks, 4 Pcs., 16 board ft/ft, @ $200/M. bd. ft. =	21,760
	Drill and Shoot $8.00/hole x 544 =	4,352
	TOTAL =	$60,452
Section "B" -	2,900 feet Guardrail members @ $2.25/Ft. =	$ 6,525
	8WF24 @ 12-1/2' centers = 232Pcs.x7' @ $5.00/Ft. =	8,120
	4"x12" Fir planks, 4 Pcs., 16 board ft/ft, @ $200/M. bd. ft. =	9,280
	Drill and Shoot $8.00/hole x 232 =	1,856
	TOTAL =	$25,781
Section "C" -	3,400 feet Guardrail members @ $2.25/Ft. =	$ 7,650
	8WF24 @ 12-1/2' centers = 272PCs.x7' @ $5.00/Ft.=	9,520
	4"x12" Fir planks, 4 Pcs., 16 board ft/ft, @ $200/M. bd. ft. =	10,880
	Drill and Shoot $8.00/hole x 272 =	2,176
	TOTAL =	$30,226
Section "D" -	1,650 Guardrail members @ $2.25/Ft. =	$ 3,713
	8WF24 @ 12-1/2' centers - 132Pcs.x7' @ $5.00/Ft.=	4,620
	4"x12"x4 Pcs. Fir planks = 16 board ft/ft, @ $200/M. bd. ft. =	5,280
	Drill and Shoot $8.00/hole x 132 =	1,056
	TOTAL =	$14,669

Total Cost for H Piling, Rail and Planking = $131,128

MODOC POINT
The Dalles - California Highway
Klamath County
Scale: 1" = 10' Vert.
1" = 10' Hor.

TYPICAL SECTION
(SECTION "C"
STA. 200+00 to 239+00)
(SECTION "D"
STA. 300+00 to 324+50)

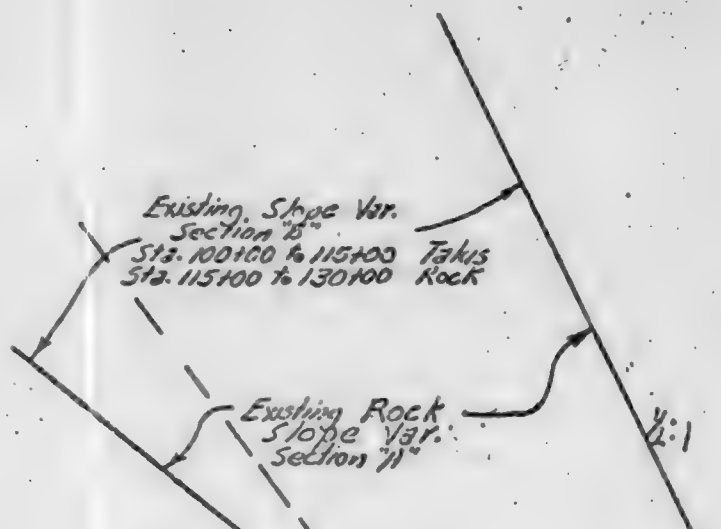


MODOC POINT

The Dalles – California Highway

Klamath County

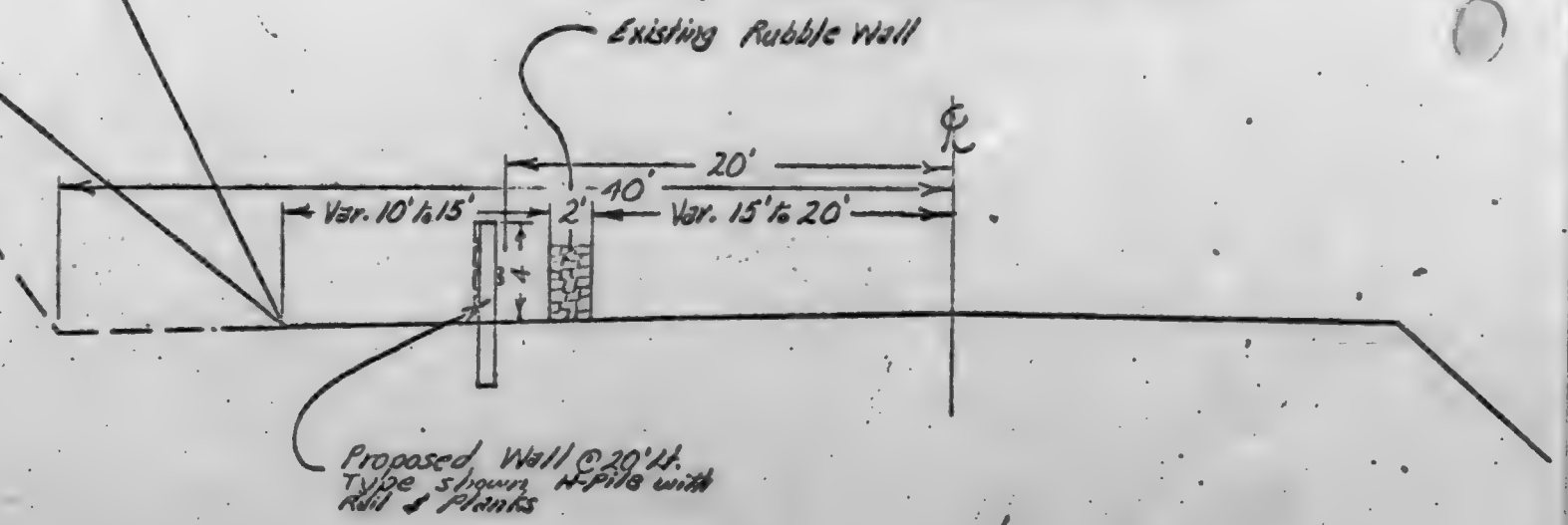
Scale: 1" = 10' Vert.
1" = 10' Hor.



TYPICAL SECTION

(SECTION "A"
STA. 2+00 to 72+50)

(SECTION "B"
STA. 100+00 to 130+00) 11



FOR FILING

OREGON STATE HIGHWAY DIVISION

7942

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 3, 1972

Rep. Fred Heard
P. O. Box 613
Klamath Falls, Oregon. 97601

Dear Fred:

I checked on the matter of the rock fall problem along Klamath Lake on US97 and find that we did complete cleaning out of the area behind the rubble wall last spring. This area will also be cleaned out this fall, probably in September. The use of wire netting as shown in the picture enclosed with your letter, which we have also used at a couple of locations where the slopes are relatively short and the rocks are not large, would be impractical in a location where the slopes are as extensive as they are at Modoc Point. I will, however, pass your letter on to Tom Edwards in the event that he has additional comments on this subject.

I am also referring to Mr. Edwards your suggestion for a cross-walk light on South Sixth in Klamath Falls, which I am sure he will have looked into and be in touch with you as to the results of the investigation.

With respect to your inquiry for publicizing the law and regulations concerning waste disposal from recreational vehicles, I find that just about everything that can be done is being done. In addition to news releases from the Public Information office of the Division of Motor Vehicles, an informational stuffer, such as the one attached, is being provided in response to inquiries to our Travel Information office here in Salem, through our Tourist Information offices, the State Parks and Chambers of Commerce throughout the state. The Motor Vehicles Division is also putting out a similar notice, through their Salem and field offices, to initial registrants of recreational vehicles, as well as mailing one from their Salem office with renewal notices for re-registration of all campers and travel trailers.

Your pictures are returned herewith. Best regards.

Very truly yours,

Ralph

R. B. Sipprell
Liaison Engineer

RBS:ob
Attachment
cc - Tom Edwards

Form E-123

NOTED
TOM EDWARDS

HOME ADDRESS
FRED W. HEARD
P.O. Box 813
KLAMATH FALLS, OREGON 97601

PHONE
(503) 882-6187

SUND
SIPPRELL ✓
EARLEY
FRYER
PHOTO LAB

COMMITTEES
EDUCATION
TRANSPORTATION

ASSISTANT DEMOCRATIC LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
AUG 1972
OFFICE OF
LIAISON ENGINEER

July 31, 1972

Mr. Ralph B. Sipprell
Highway Building
Salem, Oregon 97310

Dear Ralph:

Would you please send 30 Oregon Park maps to Mrs. Dan House, Route 2 Box 809B, Swan Lake Road, Klamath Falls, Oregon 97601? If these maps are not available, the official Oregon State map would be all right.

I am enclosing two pictures for your study. The first shows some children crossing South Sixth Street. You will recall that South Sixth is one of the busiest streets in the state. The children crossing is typical. Would it be possible to have a light installed at either Madison and South Sixth or Homedale and South Sixth. One of these days, someone is going to be killed.

The second picture was taken along a Washington highway. I am, of course, thinking about the stretch of highway north of Klamath Falls. We have discussed this before. The picture shows a net system that they are using in Washington. It's interesting that I am receiving several calls a month on this subject and something really should be done to correct the situation. Would you please check into this idea and let me know what you find out.

Also, I have had several complaints concerning the new regulation regarding sewage and camping devices. People generally agree with the law--but they are not aware of its passage. They get mad when they receive a citation because they have not heard that the law has been changed. Could this be advertised more in public service statements?

Many thanks for anything that you can do regarding these matters. Would you please return the pictures?

Kindest regards.

Cordially,

Fred

NOTED
R. B. SIPPRELL

OREGON STATE HIGHWAY DIVISION

7942

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 17, 1972

Rep. Fred W. Heard
P. O. Box 613
Klamath Falls, Oregon 97601

Dear Fred:

In further answer to your February 14th letter and Mr. Funk's letter concerning the rock fall problem on US97, I am advised that today our crews started cleaning out the area behind the rubble wall. It is anticipated that the work will require about 20 days time. Unfortunately they could not get to it earlier because of patching requirements on other highways in the area occasioned by the adverse weather.

I understand that Maintenance has, however, kept a double patrol on this section for 24 hours a day during the time that the rock fall has been heavy.

Best regards.

Very truly yours,

R. B. Sipprell
Liaison Engineer

RBS:eb
b/cc - Tom Edwards

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TOM EDWARDS

RECEIVED
FOR FILING

Interim file

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 18, 1972

Rep. Fred Heard
P. O. Box 613
Klamath Falls, Oregon 97601

Dear Fred:

The matter of the rock falls along US 97 opposite Klamath Lake, you will recall, is one which Tom Edwards wrote to you about in some detail last summer. As he stated at that time, there is no absolute foolproof solution for this problem and I am not aware that anything further is planned.

However, in view of Mr. Funk's comments in the third paragraph, I am sending on to Mr. Edwards both your letter and Mr. Funk's letter. I am sure he will have our maintenance people check the situation to make certain that the ditch behind the rubble wall is cleared to permit the wall and ditch to function properly.

Best regards.

Very truly yours,

R. B. Sipprell

R. B. Sipprell
Liaison Engineer

RBS:ob

cc - Tom Edwards

Orig & cc to Bodtman Dist 13 2-23-72

ROUTED JOHN EDWARDS

HOME ADDRESS
[illegible] W. HEARD
[illegible] Box 513
[illegible] OREGON 97001

PHONE
(503) 882-6157

COMMITTEES
EDUCATION
TRANSPORTATION

SUND
SIPPRELL
EARLEY
FRYER
PHOTO LAB.

ASSISTANT DEMOCRATIC LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
FEB 16 1972
OFFICE OF
LIAISON ENGINEER

February 14, 1972

Mr. Ralph Sipprell
Oregon Highway Divisioh
Salem, Oregon 97310

Dear Ralph:

I am enclosing still another complaint concerning the stretch of Highway 97.

It is dangerous and someone is going to be killed one of these days.

I am hoping that something can be done soon.

Please let me know if anything is planned.

Warm regards.

Cordially,

Fred

COPIED
R. B. SIPPRELL

2220 Eberlein Avenue
Klamath Falls, Oregon 97601

January 16, 1972

Representative Fred Heard, Klamath County
State Capitol Building
Salem, Oregon

Dear Assemblyman Heard;

Three weeks ago I was almost a fatality from a rebounding rock (some thirty pounds) from the cliff beside highway 97,14 to 17 miles north of Klamath Falls.

Many enquires since then has made me aware that this problem is by no means an isolated incident. The dangers from rocks and boulders on that portion of the highway which skirts the eastside of the lake is constant at this time of freeze and thaw.

Would you please try to have the retaining wall heightened and the ditch inside the wall cleared of rocks since falling debris now rolls over the top of the wall without being held in the ditch between the wall and the cliff bottom. In some of these areas perhaps the real answer is to hold back the cliff face with a metal net.

One more problem-as I see it-is the refusal of the State Patrol people to report this type of problem. There is really no practical way to have recourse to the statistics (incident count) in order to readily understand the immensity of the problem without record keeping being some department's responsibility.

I was told this is an act of God. An act of God probably should only be described as rarity, however, rocks on this highway are a daily occurrence. We must put a stop to these hazards. This is an act of Man's negligence. Cost should not stand as a factor when our citizens are in direct jeopardy. This is evidence of disgraceful proportions for the people and governments of Oregon.

Thanking you in advance for your consideration in this important matter.

Sincerely yours,

Charles Funk

Charles Funk

NOTED
R. B. SPINDLE

RECEIVED
SEP 2 • 1971
FOR FILING
7942

HOME ADDRESS
FRED W. HEARD
P.O. Box 613
KLAMATH FALLS, OREGON 97601

PHONE
(503) 882-6157

COMMITTEES
EDUCATION
TRANSPORTATION

ASSISTANT DEMOCRATIC LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

August 30, 1971

Mr. Tom Edwards
Highway Building
Salem, Oregon 97310

Dear Tom:

Thank you very much for your letter of August 27.

I certainly appreciate your explanation. One of my constituents questioned me about the subject and I promised him that we would get some answers for the questions.

We certainly appreciate the cooperation from your department.

Kindest regards.

Very truly yours,

Fred

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
TOM EDWARDS

RECEIVED
SEP 1 - 1971
FOR FILING
7942

August 27, 1971

8147
8161

The Honorable Fred W. Heard
State Representative
P. O. Box 613
Klamath Falls, OR 97601

Dear Fred,

Ralph has handed me your letter concerning the rock problem along Klamath Lake on US97. It is, of course, one of the more vexing problems we face.

My first experience with it began in 1943 when I became District Engineer at Klamath Falls. Over the years it has been studied many, many times. The problem has two facets -- (1) rocks falling off the cut slopes immediately adjacent to the roadway which were formed due to construction and (2) rocks coming off the hillside somewhere between the top of the cut slopes and the crest of the hill several thousand feet away.

The first problem has been partially solved by construction of the linear rubble wall along the roadway but the second one really has no answer, inasmuch as studies indicate the rocks coming from above the highway often reach the roadway with such speed and force that nothing short of a massive, concrete wall would stop them. Some, in fact, bound clear over the highway and land on the railroad.

I know of two instances when this occurred during my tenure in Klamath Falls. One of these resulted in a wreck of a southbound freight, even though a track walker had been in the area of the rock fall less than 3 minutes in advance of the train. I averted the wreck of a passenger train in the second instance by personally flagging the train down with a fusee. In both instances, the rocks completely cleared the electronic fence protecting the railroad.

The only feasible solution (and even this would not be foolproof) would be to construct the highway outside the railroad. You realize, of course, that this is not within our economic means at this time.

We continue patrols on a 24-hour basis on this section during such time as rock falls are imminent, for instance, during the winter and spring thaw seasons.

I am sorry I can offer no conclusive solution at this time. We appreciate your expression concerning the islands south of Klamath Falls.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter (enc.)
E. S. Hunter "
R. B. Sipprell

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 24, 1971

Rep. Fred W. Heard
P. O. Box 613
Klamath Falls, Oregon 97601

Dear Fred:

The problem of rocks falling from the high slopes along US 97 in the vicinity of Modoc Point, which you wrote to me about recently, has been a matter of concern to the Division for many years. In view of the immensity of the problem, I am referring your letter on to Mr. Tom Edwards, Deputy Highway Engineer, for his comments as to your inquiry concerning the erection of a fence. It is my own opinion that the cost of constructing a fence that would stop fallen rocks - if at all feasible - would be prohibitive, and that the construction of an electronic fence, such as the railroad has above their tracks, would provide very little or no more protection for the motorist than our present warning signs do.

Best regards.

Very truly yours,

R. B. Sipprell
Liaison Engineer

RBS:ob

b/cc - Tom Edwards

HOME ADDRESS
FRED W. HEARD
P.O. Box 613
KLAMATH FALLS, OREGON 97601

PHONE
(503) 882-6157

COMMITTEES
EDUCATION
TRANSPORTATION

ASSISTANT DEMOCRATIC LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

OFFICE OF
LEGISLATIVE

August 20, 1971

Mr. Ralph B. Sipprell
Highway Building
Salem, Oregon 97310

Dear Ralph:

We have a section of highway north of Klamath Falls (Highway 97) that passes a rocky mountain area. I can recall many accidents and near-accidents over the years because of falling rocks.

Would it be possible to erect some kind of fence along this dangerous area for keeping the falling rocks off of the road way?

Many thanks for anything that you are able to do for us.

By the way, the turn island (south of Klamath Falls) looks great since they painted the lines.

Warm regards.

Cordially,

Fred —

RECEIVED
FEB 18 1970
FOR FILING
STATE OF OREGON
7942
TOM McCALL
GOVERNOR

8.41
8.61

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 10, 1970

Mrs. Philip E. Fleming
Star Route
Bass Lake, California 93604

Dear Mrs. Fleming:

I am sorry to hear of your unfortunate incident while traveling north on Highway 97 near Modoc Point.

The area along Klamath Lake is one of peculiar geologic formation. During the freezing and thawing conditions which occur from November through March, the phenomenon which you experienced is not uncommon.

The Highway Division has marked this area to the best of its ability with warning signs and maintains a 24-hour patrol seven days a week solely for the purpose of removing rocks from the road. I am informed that the highway employee of whom you wrote had passed the area only momentarily before your car encountered the rock and was still so close that he observed the incident in his rear view mirror.

Any solution to this problem involves the costly expenditure of several millions of dollars of highway funds which are not available. Until such time as funds are available, the Highway Division must continue to do just as it is now; namely, using every precaution within its power to keep the road as safe as possible for travelers.

The data which you submitted in your letter is being forwarded through regular channels to the Highway Division's insurance company.

Sincerely,

Governor

TM:mj

bcc: Highway

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

NOTED
FORREST COOPER

SUGGESTED R[illegible] FOR THE GOVERNOR'S CONSIDERATION
January 8, 1970

Mrs. Philip E. Fleming
Star Route
Bass Lake, California 93604

Dear Mrs. Fleming:

I am sorry to hear of your unfortunate incident while traveling north on Highway 97 near Modoc Point.

The area along Klamath Lake is one of peculiar geologic formation. During the freezing and thawing conditions which occur from November through March, the phenomenon which you experienced is not uncommon.

The Highway Division has marked this area to the best of its ability with warning signs and maintains a 24-hour patrol seven days a week solely for the purpose of removing rocks from the road. I am informed that the highway employee of whom you wrote had passed the area only momentarily before your car encountered the rock and was still so close that he observed the incident in his rear view mirror.

Any solution to this problem involves the costly expenditure of several millions of dollars of highway funds which are not available. Until such time as funds are available, the Highway Division must continue to do just as it is now; namely, using every precaution within its power to keep the road as safe as possible for travelers.

The data which you submitted in your letter is being forwarded through regular channels to the Highway Division's insurance company.

REFERRED TO,
Admin & Copy to Legal & RW
SECRETARY

January 13, 1970

Statement directed to:

1. The Governor of the State of Oregon
   Salem, Oregon 97310
2. Commissioner of Highways, Oregon Highway Department
   Salem, Oregon 97310
3. Department of Motor Vehicles, State of Oregon
   Salem, Oregon 97310
4. Mutual Services Insurance Company
   675 El Camino Real
   Palo Alto, California 94301
5. Mr. Robert E. DeCelle
   276 Beach Road
   Alameda, California 94501
6. Mr. Wm. Canton
   General Adjustment Bureau
   2261 South 6th Street Suite 2
   Klamath Falls, Oregon 97601

NOTED
R. L. PORTER

097

We were traveling approximately north on highway 97 near Modoc Point, Oregon at about 5:45 p.m. on December 21, 1969.

We later learned the vehicle in front of us was a state highway truck with a snowplow apparatus on the front. His job being to remove rocks from the roadway after they have fallen from the vertical side of the highway cut immediately adjacent to the east edge of the highway. A man, we learned, is kept on duty in this capacity 24 hours a day because of the danger and frequency of falling boulders in this nine mile stretch.

From this side wall came a rock slide, striking the pavement directly in front of our car with one bouncing rock about 30 inches in diameter catching the front of our car. It lodged under the front and lifted the wheels from the pavement and prevented any steering or braking. We skidded, out of control, approximately 500 feet; coming to rest against a mud bank on the wrong side of the road. Had we skid a few feet further there would have been no mud bank to stop us and we would have gone over the edge and dropped about seventy feet to the railroad tracks below. We are keenly aware that only a split second had kept us from being hit in the passenger compartment, which would almost certainly have meant death.

MAINTENANCE ENGINEER
RECEIVED
JAN 20 1970

ME	AME	AME	OE	AG
BS	ABS	AA	FILE	TA

NOTED
TOM EDWARDS

When this happened "Roy", piloting the highway truck in front of us, had pulled to the side of the road and viewed us in his rear-view mirror. He then checked to see if anyone was hurt, went back to see that the rocks were scraped from the roadway, and then helped us put out flares. He then called Arts Towing Service. His comment to me was, "It happens every night out here, Lady."

After we were towed into Artsthe gentleman manning the truck, Art I presume, showed us the car "It" had happened to the previous Sunday. It was a small red compact that had gone over the bank and dropped the 70 feet to the railroad tracks after recieving a rock slide. He told me this had happened within 200 yards of ours.

The State of Oregon has acknowledged that a very hazardous condition exists by the act of hiring men to patrol this nine miles for the purpose of removing fallen rocks. Yet they have done nothing to prevent this hazardous condition on this major state highway. A sign saying "Falling Rocks" I must inform the State is only further acknowledgment of their knowledge and in no way reduces liability. Nor does scrapping up the pieces after the fact.

I therefore charge the State of Oregon with willful negligence, and hold the State of Oregon totally responsible for this and all similar occurrances. I hold the State of Oregon responsible for all inconveniences and expenses connected with this incident.

Beverly A Fleming

signed: Beverly A. Fleming, Mrs. Philip E. Fleming
Star Route
Bass Lake, California 93604

RECEIVED
JAN 16 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 - 1967
FOR FILING
7942
TOM McCALL
GOVERNOR

5163

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 1, 1967

Mrs. James L. Day
5713 Casa Way
Klamath Falls, Oregon 97601

Dear Mrs. Day:

Thank you for your letter of June 13 concerning the problem of rolling rocks on the roadway between Modoc Point and Klamath Falls. I have checked this situation with the Highway Department.

I am informed that the Highway Department is, and has been for many years, fully aware of the dangerous situation at this point and has taken safeguarding steps, including installation of large oversize signs with amber flashers to warn of the rock danger and that, for many years, it has been its practice from November through April to maintain a 24-hour patrol of this section.

The problem stems from the fact that the escarpment lying to the east of Klamath Lake is extremely high and that in most instances the rolling rocks originate way above and beyond the highway right-of-way or slope.

I find this area also is troublesome to the Southern Pacific Railroad which is protected by an electronic rock fence and track watcher, there having been several years ago a freight train wrecked by a rock on the track even though an inspection had been made within five minutes prior to the arrival of the train.

The Highway Department will continue to do all that it can to make this section of highway safe.

I appreciate your concern for highway safety.

Sincerely,

Governor

TM/wb

bcc: Mr. Forrest Cooper
State Highway Engineer

COPY

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-30 ODOT 3-65 SP*8470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
June 20, 1967

To: Mr. E. S. Hunter
Maintenance Engineer
Salem, Oregon 97310

SUBJECT: Edward's Assignment No. 5763
Prevention of rocks on the hwy.
at Modoc Point
The Dalles-California Highway
M.P. 257.83 - 267,08
Klamath County

Attached is a copy of a report from District Maintenance Superintendent John Gunter complete with photographs and cross sections on the subject section. A copy of a rough draft reply is also enclosed.

I believe Mr. Gunter's report to be quite complete and I concur with his findings that an economical solution of this problem is not within range of feasibility at this time. We have no knowledge concerning the type of fence referred to by Mrs. Day and we are unaware of any fence as such which would be capable of stopping rocks on this section of highway.

We shall continue our rock patrol and "fall-out" area maintenance in order to minimize the occurrence or rocks on the roadway.

O. B. Jackmond
Assistant Division Engineer

OBJ/ft
Enclosure

cc: John L. Gunter

MAINTENANCE ENGINEER
RECEIVED
JUN 21 1967
ME AME AME OE AG
US ASS AA FIL TA

Salem, Oregon
June 22, 1967

Mr. E. S. Hunter
Maintenance Engineer

Assignment 5763
Rocks on roadway at Modoc Point
The Dalles-California Highway

In examining the pictures forwarded with the suggested draft to Mrs. James L. Day of Klamath Falls concerning the rock problem along Klamath Lake, it appears that the rubble retaining wall along the shoulder has become quite badly battered.

I suggest you take steps to rehabilitate this as necessary.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
J. F. Putnam
J. L. Gunter

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
June 26, 1967

Mrs. James L. Day
5713 Casa Way
Klamath Falls, Oregon 97601

Dear Mrs. Day:

Thank you for your letter of June 13 concerning the problem of rolling rocks on the roadway between Modoc Point and Klamath Falls. I have checked this situation with the Highway Department.

I am informed that the Highway Department is, and has been for many years, fully aware of the dangerous situation at this point and has taken safeguarding steps, including installation of large oversize signs with amber flashers to warn of the rock danger and that, for many years, it has been its practice from November through April to maintain a 24-hour patrol of this section.

The problem stems from the fact that the escarpment lying to the east of Klamath Lake is extremely high and that in most instances the rolling rocks originate way above and beyond the highway right-of-way or slope.

I find this area also is troublesome to the Southern Pacific Railroad which is protected by an electronic rock fence and track watchers, there having been several years ago a

freight train wrecked by a rock on the track even though an inspection had been made within five minutes prior to the arrival of the train.

The Highway Department will continue to do all that it can to make this section of highway safe.

I appreciate your concern for highway safety.

7943 Campbell St. Int. (Baker)Sec. 1973
of the Old Oregon Trail
(Roadside improvement)

7943

STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Baker	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
June 5, 1975	R. A. Nichols, Area Engineer		I-80N-7(43)303
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
May 31, 1974	October 24, 1974	55 %	Spec. Comp. Date 11-30-74
APPROVED EXTENSIONS	**LOCATION**		
None	Landscaping the Campbell St. Interchange N. of Baker.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JUN 06 1975

Washington

CAMPBELL STREET INTERCHANGE (BAKER)
OLD OREGON TRAIL HIGHWAY
Landscaping

6-9-75
cy Const.

MOVED TO CENTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original signed by E. J. Valach E. J. Valach	
TITLE Area Engineer	DATE 6-5-75	TITLE District Engineer	DATE 6-6-75

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7943

Robert W. Straub
XXXXXXXXXX

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. I-80N-7(43)303

Contract 7943, Work Completed May 31, 1974

Project Campbell Street Interchange (Baker)

Highway Old Oregon Trail

County Baker

Acceptance: State Highway Commission December 19, 1974
Federal Highway Administration October 24, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractors Wage Certification

DC:ljt
cc: Richard Hacek
R. D. Church

1-20-75

COPY FOR MR. [redacted]
From Cecil Head

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Morse Bros., Inc. No. 7859	Sanderson Bridge (Approaches) Albany-Lyons, Linn County	December 19, 1974
Workman Const. Co. & Workman Contractors No. 7895	UPRR O'xing - Hood River (Button Bridge) FAS 349, Hood River County	December 19, 1974
Hamilton Electric, Inc. No. 7901	River Road at Irvington Drive, Junction Road at Irvington Dr., Lane County	December 19, 1974
Rowell & Wickersham No. 7920	West City Limits-Mason St. (Sheridan) FAS 907 Yamhill County	December 19, 1974
White - Palos No. 7938	White Bridge, Powers Highway, Coos County	December 19, 1974
Aichele Landscaping, Inc. No. 7943	Campbell Street Interchange (Baker), Old Oregon Trail, Baker County	December 19, 1974
La Fond & Son No. 7953	Bay Ocean Road Slide FAS 616, Tillamook County	December 19, 1974
James R. Foster No. 7963	Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland) Rogue Valley, Jackson County	December 19, 1974
J. A. Weaver No. 7989	La Grande Office Building Wallowa Lake, Union County	December 19, 1974

Contractor and Contract No.	Section and Highway	Acceptance Date
Palmberg Paving Co., Inc. No. 7993	Fort Stevens State Park Clatsop County	December 19, 1974
Wildish Construction Co. No. 8028	Creswell (1st Street) Lane County	December 19, 1974
Ray Kizer Const. Co. & Hannan Bros. Co. No. 7779	Rickreall-Independence Junction, Willamina-Salem Polk County	December 23, 1974
Waybo, Inc. No. 7925	Duniway Park-Barbur Blvd. (Portland) Bikeway City St. (Terwilliger) Multnomah County	December 26, 1974
Paul Brothers, Inc. No. 8034	Tryon Creek State Park Multnomah County	December 26, 1974
Rogers Construction, Inc. No. 7764	West Pendleton Inter- change, FAS 470 Umatilla County	January 3, 1975
Copenhagen, Inc. No. 7958	Baldock Safety Rest Area Pacific Highway Clackamas County	December 12, 1974
Lundeen Coatings Associates No. 7782	Columbia River (Astoria) Bridge, Oregon Coast Hwy. Clatsop County	January 10, 1975
Baltz & Son Co. No. 7905	Terwilliger Boulevard Interchange, Pacific Hwy. Multnomah County	January 14, 1975

January 20, 1975

J. M. Klabone

Administrator and State Highway Engineer

7943

December 23, 1974

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7943 awarded to Aichele Landscaping, Inc. for work on the Campbell Street Interchange Section in the City of Baker on the Old Oregon Trail in Baker County.

Final payment on this contract is $11,808.32 and the total contract amount is $138,752.69. No work was performed under force account.

Very truly yours,

C. W. Read
[redacted] SERVICES

rw

cc: Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on December 19, 1974, I accepted the following:

Contract No. 7859, Work Completed July 16, 1974

Project Sanderson Bridge (Approaches)

Highway Albany-Lyons County Linn

Type of Work Grading and Paving

Contractor Morse Bros., Inc.

Contract No. 7895, Work Completed August 2, 1974

Project UPRR O'xing - Hood River (Button Bridge)

Highway FAS 349 County Hood River

Type of Work Grading, Paving and Structure

Contractor Workman Const. Co. & Workman Contractors

Contract No. 7901, Work Completed October 8, 1974

Project River Road at Irvington Drive

Highway Junction Road at Irvington Drive County Lane

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Contract No. 7920, Work Completed August 9, 1974

Project West City Limits-Mason Street (Sheridan)

Highway FAS 907 County Yamhill

Type of Work Grading and Paving

Contractor Rowell & Wickersham

Contract No. 7938 , Work Completed October 11, 1974

Project White Bridge

Highway Powers County Coos

Type of Work Grading and Paving

Contractor White - Palos

Contract No. 7943 , Work Completed May 31, 1974

Project Campbell Street Interchange (Baker)

Highway Old Oregon Trail County Baker

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Contract No. 7953 , Work Completed August 27, 1974

Project Bay Ocean Road Slide

Highway FAS 616 County Tillamook

Type of Work Slide Correction

Contractor La Fond & Son

Contract No. 7963 , Work Completed August 19, 1974

Project Walker Ave.-Tolman Cr. Rd. Bikeway (Ashland)

Highway Rogue Valley County Jackson

Type of Work Grading and Paving

Contractor James R. Foster

Contract No. 7989 , Work Completed August 14, 1974

Project La Grande Office Building

Highway Wallowa Lake County Union

Type of Work Curb, Sidewalk and Drain

Contractor J. A. Weaver, General Contractor

Contract No. 7993, Work Completed October 3, 1974

Project Fort Stevens State Park

Highway -- County Clatsop

Type of Work Grading and Paving

Contractor Palmberg Paving Co., Inc.

Contract No. 8028, Work Completed September 18, 1974

Project Creswell (1st Street)

Highway City Street County Lane

Type of Work Grading and Paving

Contractor Wildish Construction Co.

Administrator and
State Highway Engineer

7943

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 27, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project No. I-80N-7(43)303

SUBJECT Request Contract Acceptance

Contract 7943, Work Completed May 31, 1974

Project Campbell St. Intchge. (Baker)

Highway Old Oregon Trail

County Baker

Establishment Period Ended October 8, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 24, 1974

Conditions not acceptable: None

RECEIVED
DEC 12 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
1 '74
REFER TO
FOR
MISC. | DIR. | ENG.

NOT H.S.CO.

for G. L. Green
Division Engineer

12-12-74
cy Gallagher
Keasey

YG:js

cc: F. B. Klaboe
C. T. Keasey
V. Gallagher

#7943 10-24-74 STATE COPY

cc: OSHD (H S Coulter)
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT
(HHO-32)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Baker	Oregon

IN COMPANY WITH
Dennis Johnson & Allan Masuda, Engineer Trainees, FHWA;
Jim Kennedy, Environmental Engineer & Frank Burnett, Res Engr, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-24-74	R. L. Peterson, Asst Area Engineer	I-80N-7(43)303

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	85	100

COPY SENT

CAMPBELL STREET INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Landscaping

15 1974

Washington

The project appeared to have been completed in reasonably close conformance with the plans & specifications.

The final acceptance report will be written when all final documents have been received from the State.

RECEIVED
NOV 18 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

11-18-74
cy Const.

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7943

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Campbell St. Interchange (Baker) Section		WEEK ENDING: September 21, 1974
		SECTION PREFIX: 601-1079
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: Campbell St. Intch. (Baker) Section	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping	CONTRACT NUMBER: 7943	FEDERAL AID PROJECT NUMBER: I80N-7(43)303
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: October 29, 1973	ESTIMATED COMPLETION DATE: May 31, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $159,161.05	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 83
EXCLUSIVE OF ENGINEERING: $146,540.35	ENGINEERING AUTHORIZATION $12,620.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $139,775.44	ENGINEERING COST TO DATE $11,527.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 91 %	DATE PROJECT WAS COMPLETED: May 31, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Hot			
MONDAY	Clear, Hot			
TUESDAY	Clear, Hot			
WEDNESDAY	Clear, Hot			
THURSDAY	Clear, Hot			
FRIDAY	Clear, Hot			
SATURDAY	Clear, Hot			

Rec'd SEP 23 1974

BLM GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED P. F. Burnett LOCATION Baker, Oregon

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 2 COPIES.

SP°F216

7943

FORM PR-33A
(REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC

1-1-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Baker	Oregon

Date of Inspection	Inspection Made By	Project No.
1-1-74	R. A. Nichols, Area Engineer	I-80N-7(43)303

In Company With: Dale Allen, Regional Constr Engr, OSHD.

Location: The project work consists of landscaping the Campbell Street Interchange north of Baker, Oregon.

Contractor Name and Address: Aichele Landscaping, Inc., Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
10-8-73	$139,330.00	11-30-74	10-24-73	11-30-73

COPY SENT

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	25%	13%

FEB 11 1974

Roadbed (Width): NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Landscaping	Y003	-	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
		-

REGIONAL OFFICE

FEB 12 1974
Office of Assistant State Highway Engineer

Info				RECEIVED STATE HWY ENGR
Revs				
R/D	FOR	REFER TO	FEB 11 '74	
D/R				
Sign				
Act				
File				

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

2-12-74 Constr.

CAMPBELL STREET INTERCHANGE (BAKER)
OLD OREGON TRAIL HIGHWAY
Landscaping

The contractor began work November 30, 1973 but was forced to discontinue because of winter conditions. Before stopping work, however, he excavated for the main irrigation lines and bored a 16-inch conduit under Campbell St.

The contract included a lumpsum item for an irrigation system. The item included the jacking or boring of 65 feet of 8-inch conduit under the pavement at Campbell Street. 84 feet of the conduit was required so a price agreement was issued to cover the additional cost of $44/lf. Extra Work Order No. 1 was issued to cover the cost of flagging. Estimated amount was $100. State force orders were issued to cover the cost of furnishing water and installing water meters both by the City Water Department and also to cover the cost of furnishing power by the California Pacific Utility.

The resident engineer reported that the contractor has held an EEO supervisor's meeting.

NOTED
H.S.COULTER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7943 STATE COPY 5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-34		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	10-23-73	Baker
		PROJECT NO.
		I-80N-7(43)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Campbell St. Interchange (Baker)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-5-73	0.0
OTHER (Specify)		

FUNDS Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 154,253	$ 142,329

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Victor A. Wiyard
(Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 23 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
Number I-80N-7(43)303

CAMPBELL STREET INTERCHANGE (BAKER) SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, October 11, 1973

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 2173+00 to Sta. 2200+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Furnishing and Placing Topsoil	200 cu.yd.	5.15	1,030.00
Furnishing and Planting Trees	20 only	20.00	400.00
Furnishing and Planting Shrubs	13,500 only	4.20	56,700.00
Automatic Irrigation System	All Required		58,000.00
Bark Mulch	350 unit	62.00	21,700.00
			$139,330.00

Additional Items

Flagging	All Required		$ 100.00
2-inch Water Meter	1 only	400.00	400.00
Water During Establishment Period	All Required		300.00
Temporary Erosion Control	All Required		100.00
			$ 900.00
	Subtotal		$140,230.00
	10% Engineering		14,023.00
	Total		$154,253.00

Length of Roadway - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - -	$142,329.00
State Funds - - - - - - - - - - - - - - -	11,924.00
Total	$154,253.00

Group 1 - 100%
Contract No. 7943
Prefix: 601-1079

7943

October 22, 1973

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7943 for roadside improvement on the Campbell Street Interchange Section in the City of Baker on the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
Roy Olson
Joseph Schlieski

7943

C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
Roy Olson
Joseph Schlieski
William Geibel (SAIF)

October 8, 1973

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for roadside improvement on the Campbell Street Interchange (Baker) Section of the Old Oregon Trail in Baker County in the amount of $139,330 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7943.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 30, 1974.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

By
R. H. Graham, Assistant Manager

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

7943

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

80N-7(43)303

STATE PROJECT NO.

CAMPBELL ST. INTERCHANGE (BAKER) SECTION

FROM:	PROGRAM NO.	COUNTY NAME
G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	ITEM NO. 1-757	BAKER PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPT. 5, 1973	SEPT. 5, 1973	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
F. S. HUNTER

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify)
CONTRACTOR'S FLAGGING $100.00
ONE 2 INCH WATER MAIN 400.00
TEMPORARY EROSION CONTROL $100.00
WATER DURING ESTABLISHMENT PERIOD $300.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 31, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

9-18-73
original & title sheet
to young

RECEIVED
STATE HWY ENGR
SEP 14 73
REFER TO
FOR
Info | Invas | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-13-73	for W. Caswell	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7.943

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 23, 1973

To: L. H. Young
Office Engineer

SUBJECT: Right of Way Status
FAI Project
Bid Opening September 27, 1973
FA No. I-205-7(2)303

NOTED
E. S. HUNTER

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject projects.

No additional right-of-way was required for the following projects:

Multnomah Falls - John Day River, Gr., Pv., GDRL. and Sign

Columbia River Bridge, Test Piling

Biggs Interchange, Illum.

Campbell St. Interchange (Baker), Landscape

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:HA

cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 23 '73
REFER TO
Hunter
FOR
Info | Ltr | DR | Sign | Act | File

TRANSACTION NUMBER 8-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-20-73

BY (Signature): MR. YOUNG'S JULY 27, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 757 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
757	I-80N-7(43)303	0.0	185,000	170,600	CAMPBELL STREET INTERCHANGE (BAKER) SECTION. BAKER COUNTY	LANDSCAPING

8-20-73

RECEIVED
STATE HWY ENGR
AUG 21 73
REFER TO Hunter
FOR
Info | Eng | J/D | D/R | Sign | Act | File

Orig - 8-23-73

cy aej

7943

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-20-73	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7943

July 27, 1973

TO: G. L. Green , Division Engineer
Federal Highway Administration

FROM: L. H. Young
Office Engineer

SUBJECT: Program Data Submission
Project I-80N-7(43)303

We are submitting program data for one Interstate Project, Item No. 787, Project No. I-80N-7(43)303, "Campbell Street Interchange (Baker) Section", which we desire to have included in the Federal-aid Interstate Highway Program.

Environmental requirements of PPM 90-1 submitted as a separate action.

Clearinghouse Review (PPM 50-1-70), Public Hearings and Location/Design Approval (PPM 20-8) requirements were complied with under the initial construction project, Project No. I-80N-7(34)301, based on FHWA concurrence in memorandum of January 29, 1971, that the design approval granted May 13, 1969, for the construction of the "Richland Interchange-E. Baker Interchange Section" of the Old Oregon Trail Highway (I-80N) included landscaping even though accomplished later under a separate contract. The Campbell Street Interchange lies within the "Richland Intchge.-E. Baker Intchge. Section".

Enclosed is one set of half-size copies of the proposed plan, consisting of two sheets, showing the planting layout for the Campbell Street Interchange.

Encl.

JG:cd

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

O.

FORM PR-1
(REV. 4-61)

7-27-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N Campbell St. Intchge. (Baker)	ADT	3,600	6,400	93	10	Oregon	35	042	757

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
scaping								I-	80-7	(43)	303	N

RAL FUNDS: Interstate

AREA: Baker

COUNTY NAME: Baker — CODE: 001

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I | FEDERAL-AID: I-80N | STATE: 6 | U.S.: I-80N

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-80N Campbell St. Intchge. (Baker)						Landscaping consisting of furnishing & placing topsoil, furnishing & planting trees & shrubs, installation of an auto. irrigation system & incidental work common to this type of project. ROW - 270' min; Access control - full; Parking restrictions - complete.
	ROW								
	CONST (CODE) Y003		"Campbell St. Intchge. (Baker) Sec."	0.0	185,000	170,600	14,400		
	PROJECT TOTALS			0.0	185,000	170,600	14,400		

EPARED BY

OGRAM APPROVAL DATES

REMARKS
Additional Data: Item No's. 104, 487, 584 & 636; Project No's. I-80N-7(3), (22) & (34) respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-27-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPART BUREA

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE YEAR (66)(70)(71)(72)		REGION	STATE NAME	STAT COD (42)
	1	I-80N Campbell St. Intchge. (Baker)	ADT	3,600	6,400	93	10	Oregon	35

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. N
	Landscaping								I-	80-7	(43

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME		CODE (14)(16)
	Interstate		Baker		001
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37) U.S. (41)
	Baker		I	I-80N	6 I-80N

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					PE		I-80N Campbell St. Intchge. (Baker)					
5					ROW							
5					CONST (CODE) Y003		"Campbell St. Intchge. (Baker) Sec."	0.0	185,000	170,600	14,400	
							PROJECT TOTALS	0.0	185,000	170,600	14,400	

Lands
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CARD 1.	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16)(23)(24)(33)

REMARKS

Additional Data: Item No's. 104, 487,
Project No's. I-80N-7(3), (22) & (34)

USCOM

CAMPBELL STREET INTERCHANGE (BAKER) SECTION

PROJECT NO. I-80N-7(43)303

REMARKS - continued

Information for PR 37-B: ROW - 1; ROW - F; Sanitary Facilities - N.

Project Data: The work under this project consists of furnishing and placing topsoil, furnishing and planting trees and shrubs, installation of an automatic irrigation system and incidental work common to this type of project.

Requirements of PPM 90-1: Environmental Statement being submitted as a separate action.

Clearinghouse Review, Public Hearings and Design Approval: FHWA concurred in memorandum of January 29, 1971, that the design approval granted on May 13, 1969 for the construction of the "Richland Interchange-S. Baker Interchange Section" of the Old Oregon Trail Highway (I-80N) includes all the elements necessary to complete the ultimate facility even though some of the work may be accomplished later under separate contracts; accordingly, the landscaping of this interchange is merely a stage of its construction and as such received design approval with that for the initial construction accomplished under Project I-80N-7(34)301. Therefore, the requirements of IM 50-1-70 and PPM 20-8 for this section were complied with under said project I-80N-7(34).

NOTE: (1) The seven items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project, except a portion of Item 7, since the present location and design of the existing highway facility will not be changed so there will be no alteration of land use or traffic flow patterns. The "view of the road" and "view from the road", under Item 7, will be greatly enhanced for the landscaping will improve the aesthetics of the facility appreciably.

(2) The proposed project lies within Congressional District No. 2.

7943

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(-)301
Campbell Street Interchange Section
Old Oregon Trail Highway

DATE: July 23, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Landscape plans submitted by Mr. Hunter's July 20, 1973 letter have been reviewed. Design of this project is approved and eligible for Interstate funds.

for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG
JUL 24 '73
REFER TO Hunter
FOR
	Invest	R/D	D/R	Sign	Act	File

cyaej

7-25-73
Young
Hirsberg

RECEIVED
JUL 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

a43

7943

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 20, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Roadside Improvement Project

This negative declaration is to accompany our request for Federal Aid approval of the subject roadside improvement project.

Campbell St. Interchange Section
Old Oregon Trail Highway
Baker County

The project is typical of the Oregon State Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape project will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The project will be a permanent asset to the communities and to the highway user.

In addition, the city of Baker has requested that the project be implemented as soon as practicable.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date 8-7-23
Division Engineer

GAP:pr

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor D. Wolfe
L. H. Young
W. E. Schwartz

7.9.43

5

July 20, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Campbell Street Interchange Section
Old Oregon Trail Highway
Baker County - Roadside Improvement

Attached are landscape plans of the roadside improvement project. Work consists of construction of an automatic irrigation system and planting of trees and shrubs.

Design approval of the Campbell Street Interchange project is requested and eligibility of interstate funds for construction.

Estimated cost is $185,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

bc F. B. Klaboe
A. E. Johnson
J. H. Versteeg
L. H. Young
W. E. Schwartz

REO:vmt: ajw

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon

Telephone 963-3177

July 6, 1973

1 Verstoeg
A. Olson
2 Torpin
Scott
copy Swenson
R. Olson
Trout

RECEIVED
JUL 1 1973
ROAD DESIGN SECTION

Other

Mr. Jim Adamson
Director of Public Works
City of Baker
P. O. Box 650
Baker, Oregon 97814

Dear Sir:

Thank you for informing me of the wishes of the Baker City Council regarding landscaping of the Campbell Street Interchange. I will send your letter to our Salem office so that our people who arrange the scheduling and financing can be aware of Baker's desire for an early completion of the Campbell Street project. I am sure that the project will appear on the construction schedule at the earliest possible date.

Sincerely,

NOTED
E. S. HUNTER

W. E. Schwartz
Regional Engineer

WES:je

cc: E. S. Hunter w/attachment
H. S. Coulter w/attachment
C. T. Keasey w/attachment
Roy Olson w/attachment

RECEIVED
JUL 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-12-73
Gal
Where is this
coming up?
ESH

RECEIVED
JUL 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

July 2, 1973

RE ☐ RCE ☐ RBE ☐ RME
ROE JUL 3 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. Wendell E. Schwartz
Regional Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Schwartz:

The Baker City Council at their regular meeting of June 26, 1973, instructed me to contact you in regards to the construction schedule for landscaping the Campbell Street Interchange of I-80 N.

They were told that in your letter of March 9, 1973, you said that the landscaping would be done in the summer of 1974.

It was the Council's feeling that if the landscaping could be done this fall and early next spring the grass would be well established next summer.

Anything that could be done to advance the date of the landscaping will be appreciated.

Regards,

Jim Adamson

Jim Adamson,
Director of Public Works

JLA:jm
cc.: George O. Hiatt

7943

Con 17

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 9, 1973

Mr. Jim Adamson
Superintendent of Public Works
P. O. Box 650
Baker, Oregon 97814

Dear Mr. Adamson

Present plans of the Highway Division call for the landscaping of the Campbell Street Interchange. We have no plans at this time for landscaping of Richland Interchange.

No date has been set for a landscape contract at Campbell Street but I presume it to be in the summer of 1974.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:eh

cc H. S. Coulter w/attach
Roy Olson w/attach
E. L. Scrivner w/attach
G. A. Starkey w/attach

RECEIVED
MAR 12 1973
Office of
Assistant State Highway Engineer

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

February 28, 1973

Mr. W. E. Schwartz
Regional Engineer
P. O. Box 850
LaGrande, Oregon 97850

Dear Mr. Schwartz:

Re: Landscaping Campbell Street Interchange
Richland Interchange - South Baker Interchange
Old Oregon Trail Highway
Baker County

What plan does the State of Oregon have in regard to landscaping the Campbell Street Interchange? It would be appreciated if you could let us know what is planned and if any date has been set for letting of the contract.

Thank you.

Regards,

Jim Adamson,
Supt. of Public Works

JLA;ws
cc: Ernest Scrivner

Campbell yes - no schedule
Richland no

7944 Harris Beach State Park 1973
on the Oregon Coast Hwy.
(Grading, pav. & facilities)

CIA 4678 - 4/2/73

EXHIBIT C

CORRECTED COPY

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
B-G Paint Co. No. 7737	Youngs Bay Bridge Oregon Coast Highway Clatsop County	August 26, 1974
Hall International No. 8009	Odell Lake Rock Production, Willamette Highway, Klamath County	August 29, 1974
William D. McBee No. 7936	Deadmans Creek Slide Wilson River Highway Tillamook County	August 29, 1974
Horton Bros., Inc. No. 7944	Harris Beach State Park Curry County	September 5, 1974
Workman Construction Co. and Workman Contractors No. 7906	Nestucca River (Pacific City) Bridge, FAS 618, Tillamook County	September 6, 1974

September 24, 1974

J. B. Klabre

Administrator and State Highway Engineer

7944

September 11, 1974

St. Paul Fire & Marine Ins. Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On September 6, 1974, we wrote to you concerning release of final payment on Contract No. 7944 awarded to Morton Bros., Inc. for work on Harris Beach State Park in Curry County.

Final payment on this contract is $7,513.12 and the total contract amount is $176,551.73 including $26,750.94 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sw

cc: Morton Bros., Inc.
P. O. Box H
Brookings, OR 97415

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on September 5, 1974 I accepted the following:

Contract No. 7944, Work Completed June 14, 1974

Project Harris Beach State Park

Highway - - County Curry

Type of Work Grading, Paving and Facilities

Contractor Horton Bros., Inc.

Administrator and
State Highway Engineer

7944

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Harris Beach State Park		WEEK ENDING: August 9, 1974
		SECTION PREFIX: 8-3349
HIGHWAY:		COUNTY: Curry
NAME OF JOB: Harris Beach State Park	KIND OF WORK: Grading, Paving & Facilities	
CONTRACTOR: Horton Bros., Inc.	CONTRACT NUMBER: 7944	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: October 16, 1973	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 202,881.25	SPECIFIED COMPLETION DATE: Extended to June 15, 1974	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 186,793.75	ENGINEERING AUTHORIZATION: $ 16,087.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 177,610.87	This week 200.00 ENGINEERING COST TO DATE: $ 27,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
ESTIMATED PERCENT: OVERRUN / UNDERRUN: over 1.1 %	PERCENT OF AUTHORIZATION: 171 %	DATE PROJECT WAS COMPLETED: 6-14-74 Third notification 7-26-74 Semi-final submitted 8-6-74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,908	1,850			870
TOTAL QUANTITIES CORRECTED TO DATE	7,057	1,579			702
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,057	1,579			702
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Facilities							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kessey
Bond
Jackman
Harwood
Johnsen
Walker

RECEIVED
AUG 12 1974
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project is completed and the semi-final estimate and supporting data was submitted to the region office on August 6.

Final report.

SIGNED L. Blickenstaff LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Section Harris Beach State Park
Highway
Contract No. 7944
F.A. Proj. No. State Aug. 9, 1974

Contract Completed _____

Engineering Expended _____

PER CENT

100
80
60
40
20
0

10 20 30 40 50 60 70 80 90 100 110

TIME

Time Ex.

7944

May 30, 1974

Horton Bros., Inc.
P. O. Box H
Brookings, OR 97415

Gentlemen:

Your request for time extension on the Harris Beach State Park project, Contract No. 7944, has been reviewed. After careful consideration of the available facts and the contract specifications, I have approved 46 days extension to a new specified completion date of June 15, 1974. This is for any effect on the job progress related to Extra Work Order No. 2.

We want the public to have use of this facility for the coming summer season and urge your reasonable effort to complete it within the extended time.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Vince Gallagher
Vern Skoog
Alfred Shirley

JAB:mk cm

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 24, 1974

FILE:

FROM: J. A. Bond
Construction Administration Engineer

TO: H. S. Coulter, Assistant
State Highway Engineer

SUBJECT: Time Extension Request
Harris Beach State Park
Contract No. 7944
State Project

Horton Bros., Inc., contractor for the subject project, has requested extension of the specified completion date from April 30, 1974 to July 25, 1974. The contractor cites delay caused by a slide in a roadbed cut.

The contract was awarded October 8, 1973 in the amount of $178,450 and includes 7,000 c.y. of excavation, 870 tons of A. C., water supply and sewer systems and a toilet building. Contract work was approximately 82 percent complete as of May 17 with an estimated completion date of June 15, 1974.

Roadbed excavation was stopped November 5, 1973 due to a slide that occurred in a roadway cut section. Approximately two months were required to determine appropriate corrective measures and on January 21, 1974 the contractor was mailed an approved copy of extra work order No. 2 for $16,714 covering it. Some $5,640 worth of contract plan work was deleted in the revision. The contractor commenced the extra work on Jan. 29, 1974 which was 85 days after the excavation work had been stopped. During this period some work progressed on the building and other contract items but at a poor rate.

Building foundation was poured and forms removed on December 5 but it was not until January 29, or 54 days later, that block laying started. The usual winter weather at Brookings was surely a factor affecting the December-January activity and not just E.W.O. 2.

The E.W.O. 2 corrective work has required approximately one month (mostly in February) but work also proceeded on other items and some time has been gained by deleting retaining wall work.

The Resident Engineer makes no clear recommendation. The Region Office recommends the full 86 days requested but with no rational derivation of it. I simply cannot see where we imposed that much delay and recommend approximately 1/2 of it or 46 days to a new completion date of June 15, 1974.

This is very reasonable. We will be extending with better weather days than were lost.

RECEIVED
MAY 28 1974
Office of
Assistant State Highway Engineer

I have discussed this with Warren Gaskill of Parks Division and he concurs in my recommendation.

Liquidated damages accrue at rate of $100 per day. This is a State project.

Rough draft letter to contractor is attached.

JAB:mk

Attachment

E--320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 18, April, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 April ~~days~~ to 25 July ~~days~~ (plus 60), within which to complete our Contract No. 7944, without the assessment of liquidated damages. The said contract is described as follows:

Harris Beach State Park; Curry County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Massive slide occurred on November 3, 1973 and Inspector instructed work stoppage, ~~on~~ November 12, until decision made and further instructions. Work recommenced on January 29, 1974. 60 work days lost.

Respectfully submitted,

HORTON BROS., INC.
Contractor

By Donald W. Horton
Donald W. Horton

CONSENT OF SURETY

Date April 18, 19 74

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GERALD ROSS, Attorney-in-fact

(SEAL)

GERALD ROSS INSURANCE AGENCY, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7944 Contractor Horton Bros., Inc.

Highway

Section Harris Beach State Park

Kind of Work Grading, Paving & Facilities.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows: Recommend extension to June 15, 1974 because of slide and work related to E.W.O. 2.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Acting~~ State Highway Engineer

Contract No.	7944
Project designation	State (State-Federal)
Date awarded	October 8, 1973
Work started	October 16, 1973
Per cent completed	55% 4-24-74 (Date)
No. of Workdays Allowed	Comp. date- 4-30-74
No. of Workdays Used	97%
No. of Added Workdays Requested	60

State Printing 37000

7944

OREGON STATE HIGHWAY DIVISION

Horton Bros., Inc.
P.O. Box H
Brookings, OR 97415

December 26, 1973

Attention: Donald W. Horton

Re: Contract No. 7944
Harris Beach State Park

Dear Mr. Horton:

Your letters of December 19 and November 28, 1973, addressed to C. W. Head and L. V. Blickenstaff concerning action to be taken as a result of an earth slide which occurred on the subject project have been referred to my office.

I have discussed this matter with Alfred Shirley, Jr., our Regional Engineer in Roseburg, and he advises that a proposed plan for correction has been prepared and sent to our State Parks Branch here in Salem for consideration and approval. We anticipate that an approved plan will be ready very soon, and that instructions to your company will be forthcoming from our Resident Engineer on the project, Les Blickenstaff.

I have also suggested to the Regional Engineer that forms for submitting a formal request for additional time to complete the project be sent to you.

I must apologize for the lack of response to your November 28 letter. I trust that a delay such as this will not be repeated.

Very truly yours,

C. T. Keasey

C. T. Keasey
Construction Engineer

CTK:fr

bc: C. W. Head
Alfred Shirley (w/copies of letters)

E-123

7944

October 22, 1973

Morton Bros., Inc.
P. O. Box H
Brookings, Oregon 97415

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7944 for work in Harris Beach State Park in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure
cc St. Paul Fire and Marine Insurance Co.
700 N. E. Multnomah
Portland, Oregon 97232

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Dave Talbot
L. V. Blickenstaff

7944

LEE JOHNSON
ATTORNEY GENERAL

files

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 9, 1973

Mr. R. D. Asburry
Assistant Office Engineer
Office Engineering Section
State Highway Building
Salem, Oregon 97310

Re: Contract No. 7950; 7953 and 7944

Dear Mr. Asburry

This will confirm our verbal conversation relating to the above three contracts and some minor discrepancies in the bid proposal. On contract 7950 for a utility building at Honeyman State Park, I have written to the insurance company that signed the proposal bond and advised them that they had omitted the discription of the job for which they were signing the bond and advised them that unless I heard to the contrary within five days, we would proceed and award the contract. That letter will be leaving my office on October 2, 1973 and we should be able to award the contract by the 9th of October. It is felt that the omission of the dropped job description is not of significant import to make the proposal unacceptable.

On contract No. 7953, where the bid proposal did not contain the sworn statement that they would comply with the federal law on improper proceedings in securing the bid, the fact that they have now signed a sworn statement corrects the deficiency and it was not of sufficient import to make the bid proposal unacceptable.

As regards contract No. 7944, where the bid proposal shows a total figure of $870 for five concrete inlets, but the bid item price is shown as $1.74 instead of $174, it is obvious that this is a patent error and is a typographical error and therefore the bid proposal is acceptable for the total amount of $870.

Sincerely

Jack L. Sollis
Assistant Attorney General

NOTED
R. D. ASBURRY

am
cc: C. W. Head
Walt Barrie

RECEIVED
OCT 10 1973
OFFICE ENGINEERING SECTION

7944

Coos Curry Electric Cooperative, Inc.

P. O. Box 460 • Telephone 396-3118 • Coquille, Oregon 97423

District Offices: Port Orford - Gold Beach - Brookings

April 2, 1973

MISC. CONTRACTS AND AGREEMENTS No. 31678

Jack Cartwright, Utility Office Engineer
OREGON STATE HIGHWAY DIVISION
Parks Division
Highway Building
Salem, Oregon 97310

SUBJ: Harris Beach State Park

Dear Mr. Cartwright:

Enclosed are two executed copies of an electric service agreement between the State of Oregon and Coos-Curry Electric Cooperative, Inc. This is to provide service to the Harris Beach State Park located at Brookings, Curry County, Oregon.

Because of the size of the project involved, these agreements are signed even though the responsibility for the trenching is not clearly defined. We refer you to Provision Six in the Seven-Devils State Wayside Agreement, and Provision Seven in the Otter Point State Wayside Agreement. However, the existing Provision Two in the enclosed agreement should cover any questions that may arise. We have checked with your Parks Division in North Bend and they are aware of this responsibility.

Very truly yours,

Original Agreement to Gen Files 4-4-73

Ray Shavere

Ray Shavere
Engineer

RECEIVED
APR 3 - 1973
UTILITY UNIT

RS/ch
Enclosures

cc: W/agreement
Warren Goshill
Harry W. Lockett
M. G Hovig
4-4-73

79.4/4

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

March 27, 1973

Mr. Ray Shavere
Coos-Curry Electric Cooperative
P.O. Box 460
Coquille, OR 97423

Electric Service Agreement
Harris Beach State Park
Brookings, Curry County

Dear Mr. Shavere:

Enclosed are three copies of an electric service agreement between the State of Oregon and Coos-Curry Electric Cooperative, which provides for service to the Harris Beach State Park located at Brookings in Curry County, Oregon.

The agreement has been approved by the Assistant Attorney General and Counsel and Mr. Warren Gaskill, Assistant State Parks Superintendent, and is being forwarded for final execution by your cooperative. Please return two fully-executed copies of the agreement to this office for final processing.

Please contact Mr. Harry W. Luckett, District Parks Supervisor, P.O. Box 627, North Bend 97459, telephone 756-3837, before commencing your installation.

Your cooperation in executing this agreement and installing the electric service will be greatly appreciated. If further information or assistance is required, please contact Mr. Luckett or this office.

Very truly yours,

NOTED
E. S. HUNTER

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

bc: A. E. Johnson
Warren Gaskill
Harry W. Luckett
M. G. Havig

RECEIVED
MAR 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 27 73
REFER TO
Hunter
FOR
Title | Surv | R/D | D/R | Sign | Act | File

7944

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 6, 1973

Curry County Board of Commissioners
Courthouse
Gold Beach, Oregon 97444

NOTED
F. B. KLABOE

Gentlement

Re: Proposed Development
Harris Beach State Park

The enclosed plan describes work proposed at the referenced park. The work consists of revising and expanding the parking area, replacing the toilet building, and constructing sewer line. A contract for the work is proposed to be let in August, 1973; the work is estimated to cost in the neighborhood of $90,000.

No federal funds are involved; the work will be financed entirely from the Highway Fund. Please contact this office at 378-6596 with any questions or comments; or Mr. Warren Gaskill, State Highway Building, Salem, 378-6305; or Mr. Harry Luckett, District Park Supervisor, P. O. Box 627, North Bend 756-3373.

Very truly yours,

David G. Talbot
State Parks Superintendent

By

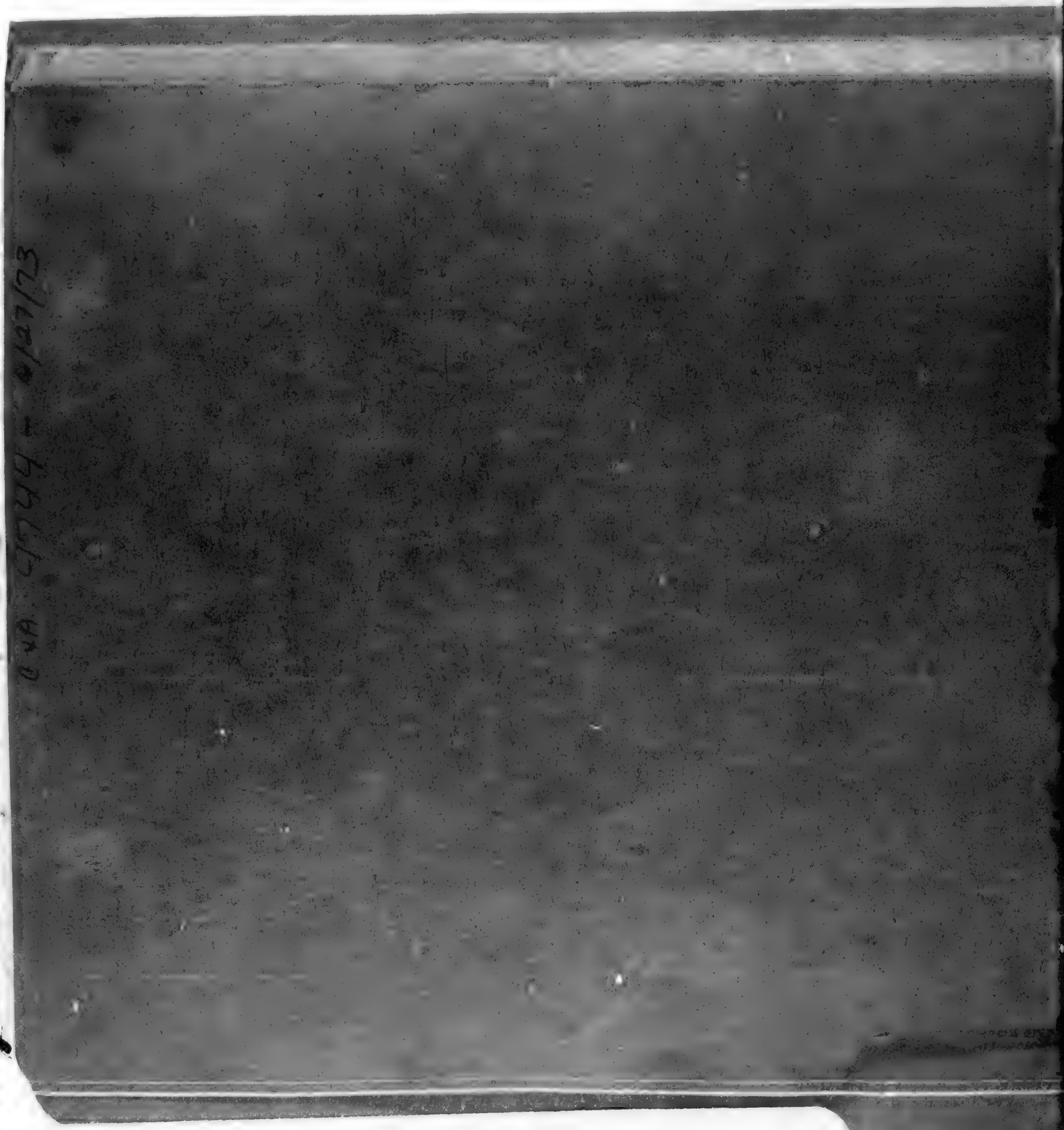
Walter J. McCallum
State Recreation Director

WJM:dc

Enclosure

cc: Coos-Curry Council of Governments w/encl.
City of Brookings w/encl.
bc: George M. Baldwin
Fred B. Klaboe
A. E. Johnson
Gary L. Sund
Warren Gaskill
Harry Luckett w/encl.

7945 Little Deschutes River 1973
(Montgomery) Br. Sec., FAS 793
south of Bend (Structure)



7945

9

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 21, 1978

FROM: G. W. Wimer
Local Government Manager

SUBJECT: Structural Failure
Montgomery Bridge (FAS 793)
Little Deschutes River
Deschutes County
Contract #7945

NOTED
H. S. COULTER

The matter of repair to Montgomery Bridge in Deschutes County has been reviewed and discussed with FHWA, Region 4, Deschutes County, Bridge Design and in conclusion, all agree that the State has an obligation to help Deschutes County.

It is this office's recommendation that we request a project application for the Federal share (86%), with ODOT picking up the matching share (14%) of both State and County.

The County would be most pleased to pay their own 7% match and retain their federal dollars for future projects. However, there is not any reserve for this sort of financial procedure, therefore, it must come from the local entity allocation.

It is apparent the failure is a direct result of design, as well as construction errors, and not a result of poor or faulty maintenance, therefore, we recommend a project of 86% FA and 14% State, based on request of Deschutes County. If such a problem was detected while we had an active construction project, State match would only be 7 percent.

The County feels this project could perhaps be done for approximately $10-15,000, as they have had rough quotes from several contractors.

DNH:lml

cc: Bridge Design (Hart)
Region 4 (Allen)

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-29-78

Add to FAS program and precast.

MAP
REFER TO
FOR
Info. Inve. R/D D/R Sign Ad. File

81-125-1367

Date 1-5-78 (1:45 pm) PROJECT MANAGEMENT OFFICE MEMO

Subject Cracked Slab by Nailing Anchor Bolts File No.

Received (call) (visit) from Charles Plummer

Address Deschutes County Redmast..

Made (call) (visit) to _____ Phone 382-4080 (23)

Reason for contact and general discussion:

Alfalfa Bridge (SBRP) Contract # 7945 constructed in 1974 has developed a cracked slab by apparent drilling & placement of anchor bolts in a "void" for placing of handrailing. Herb Schaff has retired along with Bob Pate. Talked with Dave Lister (FHWA) & it could conceivably be a design rather than maintenance. This should be reviewed as contract made with Plummer as to what action is necessary & possibly reimburse.

FHWA (Carter)
Reg 9 (Williams)
Region (Olive...)

Signature

File ( ) ( ) (X) ( ) ( ) (X) ( ) ( ) M N
Circulate: PME LGE OPE FAE CDE OM Other

3/16/78

Scott

I agree with Dale, the State should pick up the County share of the FAS-C repair project. The problems with this bridge are all the result of engineering errors that the State was responsible for.

The Region is preparing a project auth. request. We will prepare plans for the repairs as soon as the project is formally approved.

Walt

RECEIVED
STATE HWY ENGR
MAR 16 78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

March 10, 1978

FILE: 7945
CON 5

FROM: Dale Allen
Regional Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Montgomery Bridge
Little Deschutes River
FAS 793
Deschutes County
Contract No. 7945

About four years ago the State designed and handled the field construction of a prestressed slab bridge for Deschutes County. The bridge is now in need of contract maintenance, apparently because of design and field construction errors.

The repair of this structure has been discussed with the County by our Federal Aid engineer and the County questions whether they should be responsible to pay for the repairs.

The damage is explained in the attached report by Robert Pool. It involves severe spalling of the exterior beams (Sketch A & B) and cracking under the bearing seats at Bent 2 (Sketch C).

The reason for the first damage is an apparent oversight in the design which allowed water to get into the void tubes, which froze and broke the beams. The reason for the second problem at Bent 2 is that there was a one-foot error in staking the bent.

The Bridge Design section has been advised of this problem and can give you an estimate for the correction. We would guess that it would be in the $10-20,000 range. FHWA has advised that these repairs can be covered utilizing federal funds. The purpose of this letter is to suggest that the State pick up the tab for their 7 percent as well as the County's 7 percent of the matching cost.

If you concur, please advise the Design Section to prepare the necessary plans and specifications.

DA:mr

encl

3/14

RECEIVED
STATE HWY ENGR
MAR 13 '78

REFER TO
W. Hamel
FOR
Info | Inves. | R/W | ... | ... | ...

Hamell #1
Recommendation
please.

Form 05-734-2070

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

January 23, 1978

FILE: MAI 14-1

FROM: Robert C. Pool
Regional Construction Engineer

SUBJECT: Montgomery Bridge

TO: Walt Hart
Bridge Engineer

Deschutes County recently cleaned out the void tubes where the side of the prestressed slab has broken out. We have investigated the problem and have found the following:

1st Prob

1. Slab 2A has broken out at two locations on the outside of the slab (see photos). The voids had filled with water and frozen.

2. Slab 1A is cracked longitudinly on the top and side along 75% of length (See sketch and photos).

3. Void tubes are out of plan position, about one inch too high and two inches too far toward edge of slab. We drilled holes to varify void location.

4. All void tubes under the rail had water in them.

5. Where side of slab was broken out, a 1½ inch by ten inch slot was in the top of the void, directly under the post. Evidently this was part of the forming for the post blockout. It was raining hard and water was running down thru the slot, into the void (see photos).

This is the fourth winter since the bridge was constructed. Evidently it took this long to fill the voids. I can see no other possibility for water getting in the voids, other than leaking around the posts.

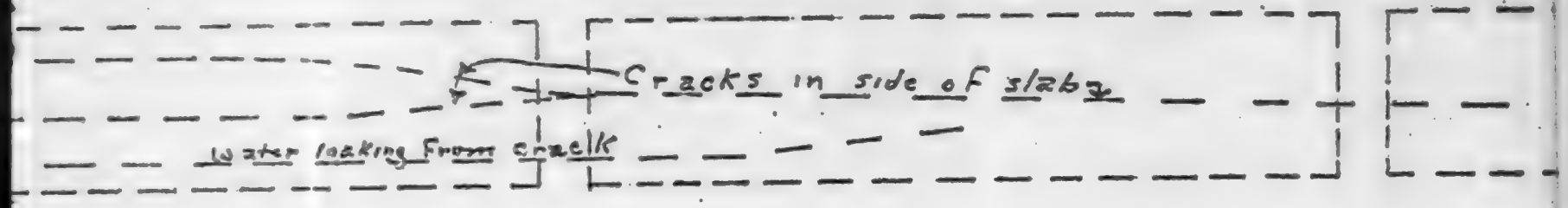
The cause of the problem appears to be that the voids are in the wrong location. The County will have to make repairs and would like some help. Can you tell me where we stand on this?

2nd Prob

RCP:pw
Enclosures

Center Bent 1st off causing cracking under beams.

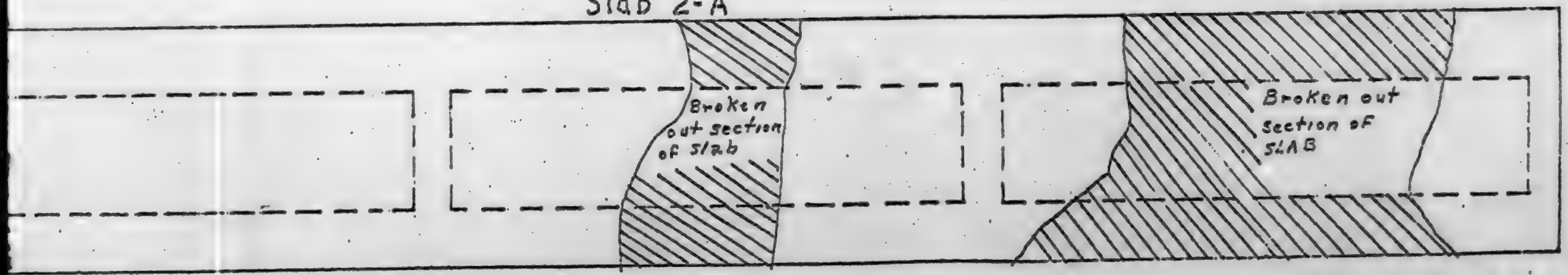
Slab 1-A



Elev. View

SKETCH A

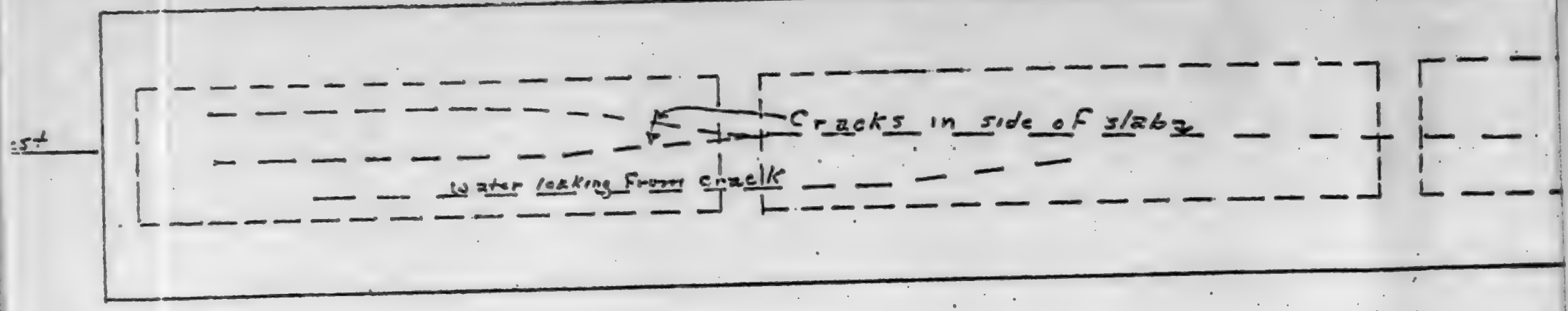
Slab 2-A



Elev. View

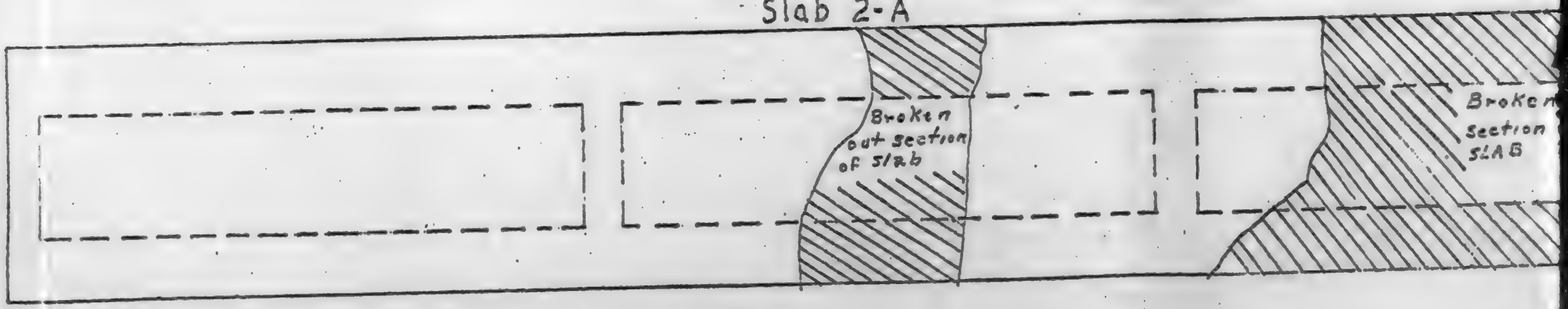
Montgomery Bridge
Bridge No. 16061

Slab 1-A



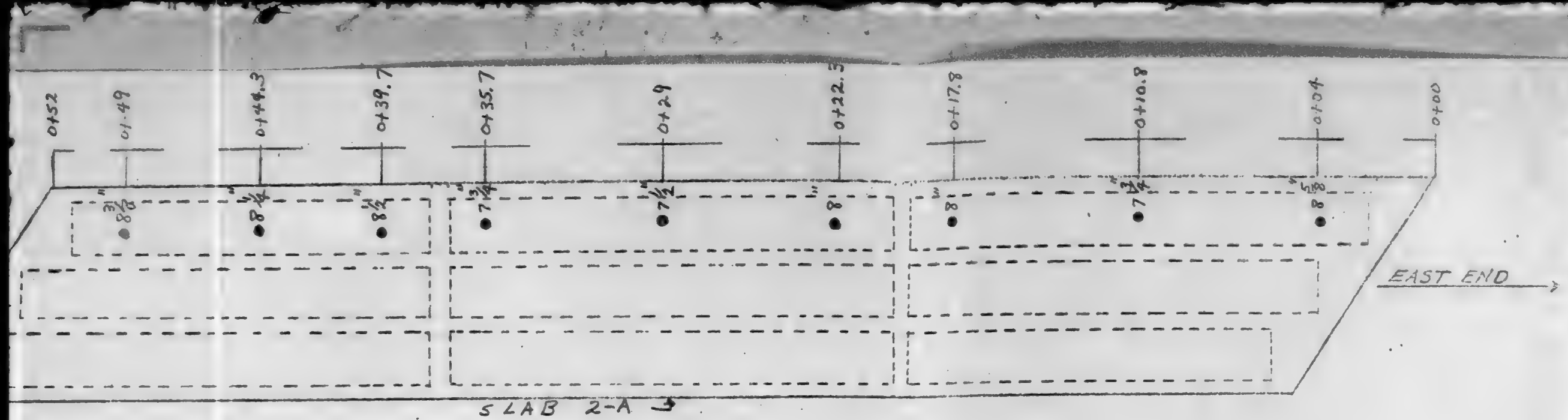
Elev. View

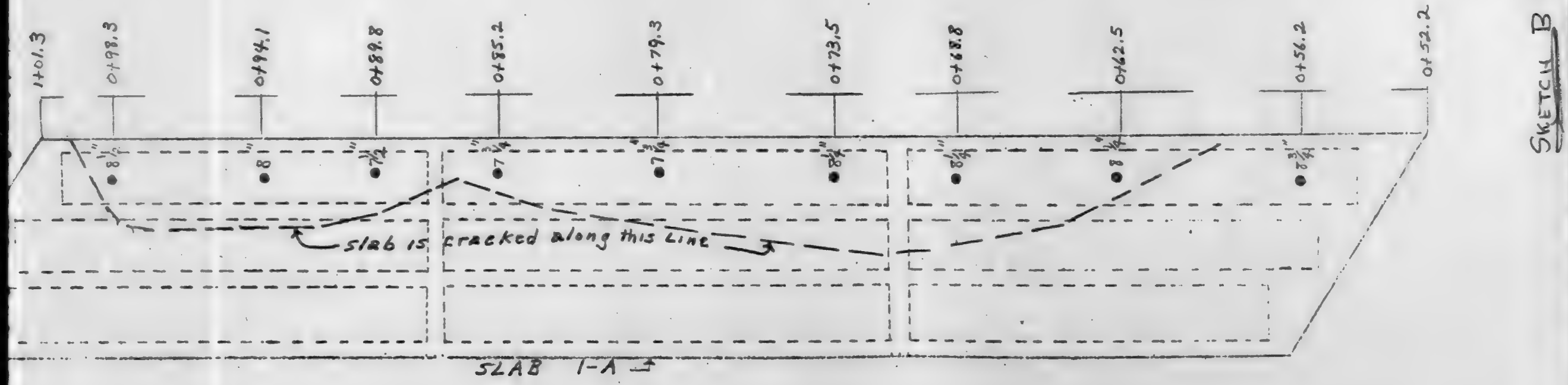
Slab 2-A



Elev. View

Mon
Bri

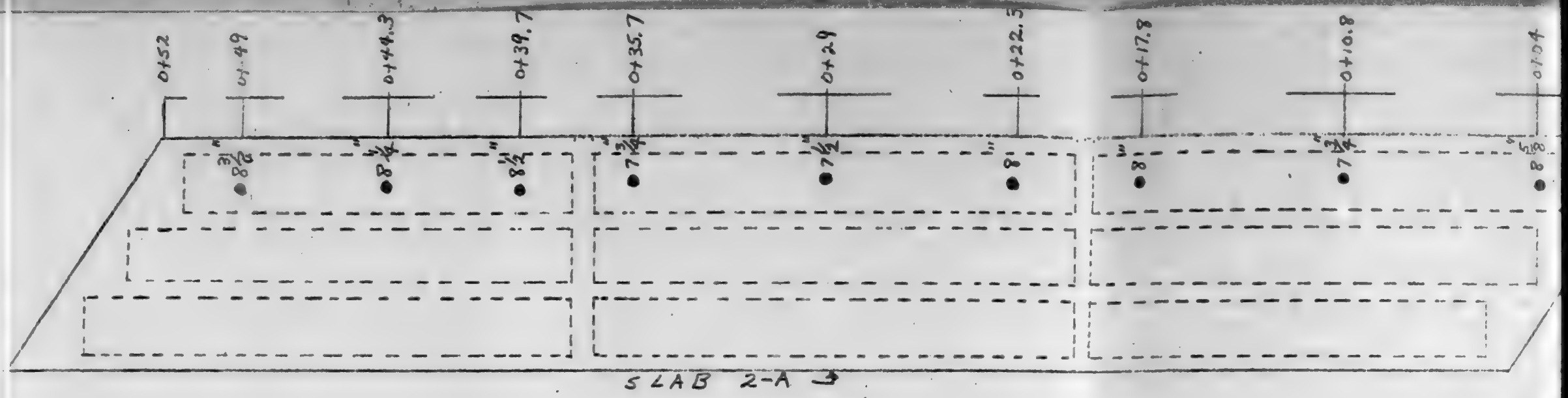


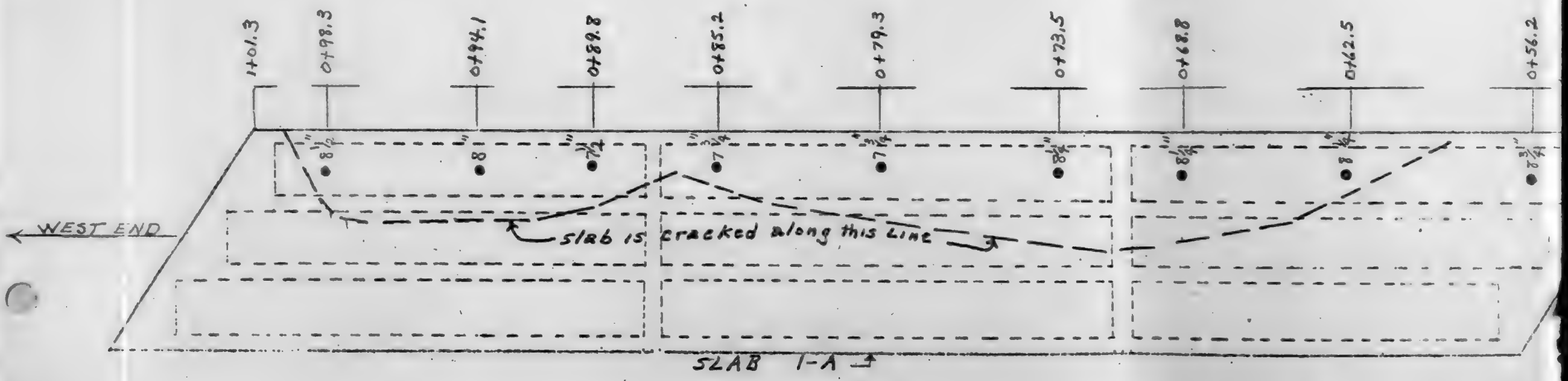


SKETCH B

● Denotes location of 5/8" ϕ vertical drill hole.

MONTGOMERY BRIDGE
BRIDGE No. 16061
Deschutes Co. BRIDGE





● Denotes location of 5½" drill hole.

MONTGOMERY BRID
BRIDGE No. 16061
Deschutes Co. BRI

Span 2

Bent 2

Span 1
Plan of Bent 2

Elev. of Span 1 side Bent 2

Cracked under 10 beams.
DQ.

SKETCH C

Montgomery Bridge
Bridge No. 16061
Deschutes County
March 8, 1978

Span 2

Bent 2

Span 1

Plan of Bent 2

Cracked under 10 beams.

13-16" Conc. Piles

Elev. of Span 1 Side Bent 2

Montgom
Bridge No.
Deschutes
March 8,

fas 793
Deschutes Co.

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 115147

FORM 81-734-1150

DATE	BILLING REQ NO.	YOUR ORDER NO.
3/24/76	CC 1556	

Contract 7945
ERS-347(3)

CREDIT DISTRIBUTION
509-1086-297

CODE: DESCHUC

- Deschutes Co. Bd. of Commissioners
- Attn: Mr. Charles Plummer, Co. Roadmaster
- Courthouse
- Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Little Deschutes River(Montgomery) Bridge FAS 793 Deschutes County Covered by agreement dated January 23, 1973 (Special bridge replacement project)			
County's advance deposit		29,600.00	
Amount previously transferred		21,600.00	8,000.00
Advance to Highway		29,927.64	
County's share of construction costs		21,600.00	
Amount previously transferred			8,327.64
Amount Yet Due to State			$ 327.64

RECEIVED
COUNTY & CITY SECTION
MAR 25 1976
ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

FAS 793
Desch Co

Salem
March 9, 1976

Robert H. Prange
Rural Engineer

Little Deschutes River
(Montgomery) Bridge
FAS 793
Deschutes County

TO Dave Fenton
Region 4 Federal Aid Engineer

Two copies of the itemized statement of the final costs for the subject project are attached. Would you forward one of the copies to the county and inform them that they will receive a billing in the amount of $327.64 from our finance section.

HR:dp

Attachments

ENGR. ☐ ASST. ☒ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67609-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Deschutes County
Board of Commissioners
Courthouse
Bend, OR 97701

Attention of Mr. Charles Plummer
County Roadmaster

Request No. (assigned by staff engineer or head of section) cc 1556

Date March 8, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Little Deschutes River (Montgomery) Bridge
FAS 793
Deschutes County

Covered by agreement dated January 23, 1973

(Special bridge replacement project)

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	$29,600.00	
		Amount previously transferred	21,600.00	
				$8,000.00
		County's share of construction costs	$29,927.64	
		Amount previously transferred	21,600.00	
				$8,327.64
		Amount yet due to State		$ 327.64

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 29,600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 21,600.00

Give the number of the last previous request in connection with this same service. cc 1381

Credit distribution:
509-1086-297

Submitted by:
Harold Reynoldson
~~Harold Reynoldson, Rural Program Engr.~~

Approved:

G.N. Hopkins, Project Development Engr.

Approved:
Geo N Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

1945 STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
Hossner

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
BRS-347(3)	Deschutes	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work under this contract consisted of removal of the existing structure and construction of a new bridge 100 feet long with a 32-foot roadway. The work was performed on the Little Deschutes River (Montgomery) Bridge Section of FAS 793 approximately 15 miles north of La Pine.

JUL 07 1975

Washington

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Holst Const. Co.	$ 103,543.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* C. V. Keasey

TITLE Construction Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
JUL 8 1975
Office of
Assistant State Highway Engineer
7-8-75
ey Const.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
NA	NOTED H.S. COULTER		X080	0.019

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
D. B. Carter, Area Engineer	December 11, 1974

12. IN COMPANY WITH
R. Saltmann, OSHD, Region 4 Construction Engineer.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE: Original Signed by D. B. Carter — D. B. Carter		16. SIGNATURE: Original signed by G. K. Hossner — G. K. Hossner	
14. TITLE: Area Engineer	15. DATE: 7-1-75	17. TITLE: District Engineer	18. DATE: JUL 01 1975

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7975

December 30, 1974

United Pacific Insurance Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $5,200 will be made to Holst Construction Company on Contract No. 7975 for work on the Little Deschutes River (Montgomery) Bridge Section of FAS 798 in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $108,616.96 including the post-final payment. Of the total $307.68 is for force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

FW

cc: Holst Construction Company
P. O. Box 608
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
E. D. Blumer Crushing Co., Inc. No. 8013	Shaniko Rock Production, Sherman Highway, Wasco County	November 26, 1974
Holst Construction Co. No. 7945	Little Deschutes River (Montgomery) Bridge, FAS 793, Deschutes County	December 4, 1974
L. W. Vail Co., Inc. No. 8043	Willow Creek-Vale, John Day Highway, Malheur County	December 4, 1974

December 12, 1974

Administrator and State Highway Engineer

7945

December 11, 1974

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 5, 1974, we wrote to you concerning release of final payment on Contract No. 7945 awarded to Holst Construction Company for work on the Little Deschutes River (Montgomery) Bridge Section of FAS 793 in Deschutes County.

Final payment on this contract is $4,905.47 and the total contract amount is $98,416.96 including $307.66 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sw

cc: Holst Construction Company
P. O. Box 692
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7945

December 9, 1974

Holst Construction Company
Post Office Box 692
Oakridge, OR 97463

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7945 for work on Little Deschutes River (Montgomery Bridge) in Deschutes County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 52 days is granted which will delete all liquidated damages. This is because of late delivery of pedestrian handrail and change in procedure of setting slabs related to pier staking error (E.W.O. 3).

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Carl Williams

fr srb

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7945

Salem, Oregon
December 4, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Little Deschutes River
(Montgomery Bridge)
Contract No. 7945
Request for Time Extension

M. R. Holst Construction Company requests a 53-day extension based on three reasons - material shortage delaying delivery of pedestrian handrail, change in procedure of setting slabs related to pier staking error (covered by EWO 3) and labor dispute interfering with source of riprap.

This is a two-span prestressed slab structure with a pedestrian walk on one side only. Some pertinent dates on the contract progress are shown on the attached sheet.

The first delay to the project occurred in late April and arose from the center bent being constructed one foot, four inches from its proper plan location. The plan prestressed slabs were usable, but a revised slab layout plan was required and additional moves of the contractor's cranes to accomplish the revised setting schedule. EWO 3 (participating) covered the added cost. The main time delay to the project was caused by change in the delivery schedule of the slabs from the prefabricator's plant. Once the original order was stopped, it had to be rescheduled for delivery and the 18 days delay to the project resulted. This 18 days would extend the time on past June 3 when the original 130 days allowed expired.

The next item of delay concerns securing riprap which went around the end fills. While this work was in progress, a labor dispute at the source of the riprap material which the contractor was using prevented his hauling the material for two days until an alternate source could be found. Traffic was using the new bridge by that time and the riprap was a major remaining item of work. The two days extension recommended on this reason appears very reasonable.

No work was done on the bridge from June 26 to July 24 (29 days) while they were awaiting the pedestrian handrail material. All other work had been accomplished and traffic had full use of the new structure. The rail material arrived at the project July 24 and was promptly installed on that date and the next so July 25 is the completion date of record for the project.

The contractor submitted documentation showing early timely placement of his order for the rail. We might fault the effort of his supplier but in the circumstances we have here with traffic using the project and the early placement of the material order by the contractor, I would concur in the 32 days extension for this reason. We therefor concur in a total of 52 days time extension which will delete all liquidated damages.

RECEIVED
DEC 5 1974
Office of
Assistant State Highway Engineer

This is a secondary bridge replacement project and time extension does not require specific FHWA approval. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

Contract No. 7945

Bids opened	9-27-73	(6 bidders)	
Contract sent	10- 9-73		
Pedestrian rail ordered from Hydralab	10-15-74		
Day count start	10-20-73	(130 calendar work days allowed)	
Site work started	2-18-74	(42 days gone) 12% engineering spent	
130 days expired	6- 3-74	(work 70% done)	22 days
Traffic on new bridge About all work except rail done.	6-25-74		
No work - awaiting rail	6-26 to 7-24		30 days more
Rail erected	7-24 & 25		
Completion date	7-25-74	with 52 days liquidated damages @ $100 per day.	

E-630 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 5, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 182 days, within which to complete our Contract No. 7945, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(1) Material availability.
(2) Proceedure of setting the slabs.
(3) The cement masons strike.

Respectfully submitted,

Holst Construction Co.
Contractor

By M R Holst Pres.

CONSENT OF SURETY

Date 13 August, 1974

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
Attorney-in-fact

Stanley P. Duyck
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7945 Contractor Holst Construction Company

Highway FAS 793

Section Little Deschutes River (Montgomery) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: 32

1. 30 days be granted to cover problems in fabricating pedestrian handrail which caused delay in completion of project.

2. 18 days be granted to cover time lost in rescheduling delivery of deck slabs due to necessity for redesign of slab layout required to compensate for engineering error in locating Bent #2.

Total time recommended to be granted - 52 days

J.B.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7945
Project designation	BRS-347(3) State-Federal
Date awarded	October 8, 1973
Work started	February 18, 1974
Per cent completed	100% October 17, 1974 Date
No. of Workdays Allowed	130
No. of Workdays Used	182
No. of Added Workdays Requested	53

EP*8206-784

12-14

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on December 4, 1974, I accepted the following:

Contract No. 7945, Work Completed July 25, 1974

Project Little Deschutes River (Montgomery) Bridge

Highway FAS 793 County Deschutes

Type of Work Structure

Contractor Holst Construction Co.

Contract No. 8043, Work Completed October 16, 1974

Project Willow Creek - Vale

Highway John Day County Malheur

Type of Work Paving

Contractor L. W. Vail Co., Inc.

Administrator and
State Highway Engineer

12/5 letters mailed

7945

FORM 81-754-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Deschutes River (Montgomery) Bridge		WEEK ENDING: November 9, 1974
		SECTION PREFIX: 509-1086
HIGHWAY: FAS 793		COUNTY: Deschutes
NAME OF JOB: Little Deschutes R. (Montgomery) Br.	KIND OF WORK: Structure	
CONTRACTOR: Holst Construction	CONTRACT NUMBER: 7945	FEDERAL AID PROJECT NUMBER: BRS 347(3)
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: February 18, 1974	ESTIMATED COMPLETION DATE: October 15, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 130	WORK DAYS USED / CALENDAR DAYS USED: 182
PROJECT AUTHORIZATION: $ 118,202.31	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 140
EXCLUSIVE OF ENGINEERING: $ 108,829.44	ENGINEERING AUTHORIZATION: $ 9,372.87	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: excl of engr 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,415.95	This week 282.00 / ENGINEERING COST TO DATE: $ 13,182.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: incl engr 94
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 141 %	DATE PROJECT WAS COMPLETED: October 15, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Overcast, cool	0		
MONDAY 4	Clear, warm	0		
TUESDAY 5	Cloudy, cool	0		
WEDNESDAY 6	Rainy, cool	0		
THURSDAY 7	Rainy, cool	0		
FRIDAY 8	Clear, cool	0		
SATURDAY 9		0		

Routing
Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Scofield, Clegg, Berg

RECEIVED
NOV 12 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11-3-74	No activity entire week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Semi-final submitted November 8, 1974.

Const. (3) ✓
Region (1)
File (1)

SIGNED W. D. Krehbiel LOCATION Redmond

N. D. Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

79.45

Form 734-208 (Rev. 11-70)

G-1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Little Deschutes River (Contract #) Bridge ... Date May 1[illegible], 19[illegible]

Highway FAS 792 ... Contract No. 7915

County Deschutes ... Prefix 5(9)-1036

Contractor Holst Construction Company ... F. A. Project No. ER3-917(3)

Address P.O. Box 692 Oakridge, OR 97463 ... Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Change procedure in setting prestressed slabs.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Labor and Equipment Rental $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The contractor's work bridge was designed to set span 1 slabs first, then span 2 slabs. Because of an engineering error in locating Bent #2, setting all of the span 1 slabs first would cause excessive eccentricity at Bent #2. An acceptable setting schedule has been worked out which requires one crane to make several additional moves between the east and west banks of the river. This work has not started. FHWA approval has been obtained by Salem.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 118,202.21	
Present estimate of project cost, including $ 500.00 for work under this order	$ 118,202.21	
Expected under-run / over-run amount	$ -0-	
Expected under-run / over-run per cent	-0-	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

For: [signature]

Approved ..... Construction Engineer.

JK.

7945

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-10-27		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3	11-20-73	Deschutes
		PROJECT NO.
		BRS-347(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 18 mi. S.W. of the City of Bend

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-14-73	0.019
OTHER *(Specify)*		

FUNDS

Pro rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 118,200	$ 88,650

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunt

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. S. Smith
for G. L. Green
(Division Engineer)

Date executed by Division Engineer NOV 20 1973

FORM PR-2 (REV. 2-71) PAGE 1 (more) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-aid Project
No. BRS-347(3)

LITTLE DESCHUTES RIVER (MONTGOMERY) BR. SECTION

FAS 793 IN DESCHUTES COUNTY

Salem, Oregon, October 11, 1973

Project Agreement Estimate.

Type Code X080
Montgomery Bridge #16061 (Sta. 13+88 to Sta. 14+88)

Bridge Removal Work	All Required		$ 1,800.00
Shoring, Cribbing, Etc.	All Required		4,500.00
Structure Excavation	50 cu.yd.	8.00	400.00
Furnish 16-inch Prestressed Concrete Piling	2,220 lin.ft.	8.00	17,760.00
Drive Prestressed Concrete Piles	37 only	250.00	9,250.00
Prestressed Concrete Pile Extensions	100 lin.ft.	5.00	500.00
Class A Concrete (135 cu.yd.)	All Required		16,000.00
4'x50'/55' Prestressed Concrete Slabs	22 only	1,750.00	38,500.00
Reinforcement (21,000 lb.)	All Required		5,800.00
Pedestrian Handrail	126 lin.ft.	28.00	3,528.00
4-inch PVC Conduit	110 lin.ft.	1.00	110.00
Loose Riprap, Class 50	140 cu.yd.	13.00	1,820.00
Guard Rail, Type 2A in Stockpile	650 lin.ft.	5.50	3,575.00
			$103,543.00

Anticipated Items

Flagging (60% of Contractor's Share)	All Required	$ 500.00
Temporary Erosion Control	All Required	100.00
		$ 600.00
	Subtotal	$104,143.00
	Engineering	14,057.00
	Total	$118,200.00

Federal Funds - - - - - - - - - - - -	$ 88,650.00
County Funds- - - - - - - - - - - - -	29,550.00
Total Cost	$118,200.00

Group 1 100%
Contract No. 7945
Prefix - 509-1086

7945

yellow file copy

October 26, 1973

Holst Construction Company
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7945 for the Little Deschutes River (Montgomery) Bridge on FAS 793 in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United Pacific Insurance Co.
Portland and Tacoma

L. H. Young Attn: Vince Gallagher
C. T. Keasey
Walt Hart
J. F. Putnam
N. D. Krehbiel

PHONE 378-6514

October 16,1973

Mr. Charles Plummer
Deschutes County Roadmaster
Courthouse
Bend, Oregon 97701

Re: Special Bridge Replacement Project
Little Deschutes River (Montgomery) Br.
FAS 793
Deschutes County

Dear Mr. Plummer:

One copy each of the plans and contract (#7945) for this project is enclosed for your use and reference.

This letter will also acknowledge the receipt of Deschutes County's check in the amount of $29,600 as the advance deposit for this project.

If additional copies of the plans and contract are needed please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

CC-1381

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ASST. OE AE UE
UPE CE RE RPE

7945

bc C. T[illegible]easey
Walt [illegible]rt
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
N. D. Krehbiel
William Geibel (SAIF)

October 9, 1973

Holst Construction Company
P. O. Box 692
Cahridge, Oregon 97463

Gentlemen:

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for the Little Deschutes River (Montgomery) Bridge on FAS 793 in Deschutes County in the amount of $103,343 and referred it to the Administrator of Highways with authority to award the contract as soon as Deschutes County approves the project and deposits $29,800.

Later that same day those conditions were fulfilled and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7945.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 20, 1973.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

By
R. M. Graham, Assistant Manager

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

October 1, 1973

Board of Commissioners
Deschutes County Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Asst. Director of Public Works

Gentlemen:

On September 27, 1973, a satisfactory bid was received from the Holst Construction Company, Oakridge, Oregon 97463 for the Little Deschutes River (Montgomery) Bridge, FAS 793. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$103,543.00
Flagging	500.00
Temporary Erosion Control	100.00
4½% Contingencies	4,636.44
9% Engineering	9,372.87
Estimated Total Cost	$118,202.31

County Advance Deposit:

25% of $118,202.31 = $29,550.58, or say $29,600.

Please make this advance deposit in the amount of $29,600 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	103,543.00
02	ROSS BROS CONSTRUCTION INC SALEM	104,295.00
03	JOHN B GILLILAND CONSTR CO * EXTER 97431	109,603.00 *
04	MANN CONSTRUCTION CO INC REDMOND 97756	110,426.00
05	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	122,308.00
06	DOUGLAS S COATS CONSTRUCTION BEND 97701	127,660.00

*Bidder will not accept award of contracts totaling more than $350,000 at this letting.

4.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION		ENGINEER'S RECOMMENDATION
Contract amount	$ 103,543.00	
Additional anticipated items: FLAGGING (STATE SHARE) TEMPORARY EROSION CONTROL	500.00 100.00	
Subtotal	$ 104,143.00	Deputy State Highway Engineer
4 1/2%	4,656.44	
Contingencies and engineering		
9%	9,373.87	
Subtotal	$ 118,202.31	State Highway Engineer
Credit for maintenance rock	.00	
Net construction authorization	$ 118,202.31	Regional Engineer, D.F.A.

Form E 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 04

Summary of Bids Received and Construction Authorization

Project LITTLE DESCHUTES RIVER (MONTGOMERY) BRIDGE SECTION F.A. Project No. BRS 347003

Highway FAS-793 Engineer's Estimate 98,730.00

County DESCHUTES Date Bids Received 09/27/73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID	
01	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	103,543.00	
02	ROSS BROS CONSTRUCTION INC SALEM	104,295.00	
03	JOHN B GILLILAND CONSTR CO * DEXTER 97431	109,605.00	*
04	MANN CONSTRUCTION CO INC REDMOND 97756	118,426.00	
05	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	122,808.00	
06	DOUGLAS S COATS CONSTRUCTION BEND 97701	127,660.00	

*Bidder will not accept award of contracts totaling more than $350,000 at this letting.

4.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 103,543.00

Additional anticipated items:

FLAGGING (STATE SHARE) 500.00

TEMPORARY EROSION CONTROL 100.00

ENGINEER'S RECOMMENDATION

7945

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
September 27 Bid Letting

Bids will be taken September 27 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Campbell St. Interchange (Barker) Section
Old Oregon Trail Highway
Baker County

Roadside improvement project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River Bridge Section
East Portland Freeway
Multnomah County

Foundation exploration project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Franklin Blvd. at 11th Avenue (Eugene) Section
Pacific Highway West
Lane County

3. (Continued)

Grade and pave project.

This project involves the widening of Franklin Boulevard on the north side. This widening will remove an existing sidewalk which will be replaced as part of the project.

4. Wightman St-Walker Avenue (Ashland) Section
Rogue Valley Highway
Jackson County

Grade, pave and sign project.

An 8-foot bikeway/sidewalk will be constructed as part of this project. The bikeway will be the connecting link between the existing bikeway northerly of the Green Springs Highway and the proposed bikeway from Walker Avenue to Tolman Creek Road.

5. Bay Ocean Road Slide Section
FAS 616
Tillamook County

Slide correction project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Hogan Road-Boring Section
FAS 129
Clackamas County

Grade and pave project.

Specific bicycle/pedestrian facilities will not be provided along this project as the cost of establishment and additional right of way required would be excessively disproportionate to need or probable use. Ten-foot paved shoulders will be available for bicycle and pedestrian usage.

7. Pine Street at 3rd Street (Rogue River) Section
FAS 15-100
Jackson County

Signal project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Prickett Creek Section
FAS 837 (Stringtown Road)
Washington County

Culvert project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Little Deschutes River (Montgomery) Bridge Section
FAS 793
Deschutes County

Structure project.

A bicycle/pedestrian sidewalk will be provided on the structure.

10. Adams Avenue-Old Oregon Trail Highway (LaGrande) Section
Wallowa Lake Highway
Union County

Grade, pave and structure project.

Eight- and five-foot bicycle/pedestrian facilities will be constructed along the project length.

11. Dabney State Park
Multnomah County

Landscape project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

12. Jessie M. Honeyman State Park
Lane County

Utility building project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

13. Harris Beach State Park
Curry County

Day-use improvements project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the September 19 meeting and your approval is requested.

JDM:mc

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
Victor D. Wolfe
Gary Sund
Bob Whipps

LOCATION - DESIGN APPROVAL

7-31-73

COUNTY: DESCHUTES

SECTION: Little Deschutes River (Montgomery) Bridge

FAS NO.: 793

ROAD NAME: South Century Drive

PROJECT DESCRIPTION: Construct a reinforced concrete bridge on revised alignment 100 feet long and 32 feet wide, with a 5-foot sidewalk on downstream side. County to construct realigned roadway.

ESTIMATED COST: $115,000

HIGHWAY COMMISSION APPROVAL: May 16, 1972 (FAS-C); January 23, 1973 (SBRP)

HEARING: Not required

STATE CLEARINGHOUSE REVIEW: June 2, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA April 24, 1973

REMARKS: This is a Special Bridge Replacement Project.

APPROVED: July 31, 19 73

E J Bluntz

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 1 1973
☑ [illegible] ☐ [illegible] ☐ CE ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

LOCATION - DESIGN APPROVAL

COUNTY: DESCHUTES

SECTION: Little Deschutes River (Montgomery) Bridge

FAS NO.: 793

ROAD NAME: South Century Drive

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ESTIMATED COST: $115,000

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HEARING: Not required

STATE CLEARINGHOUSE REVIEW: June 2, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA April 24, 1973

REMARKS: This is a Special Bridge Replacement Project.

APPROVED: July 31, 19 73

E. J. Bowlby

Assistant State Highway Engineer

MEMO TO FILES
July 17, 1973

Re: Special Bridge Replacement Project
Little Deschutes River (Montgomery) Bridge
South Century Drive, FAS 793
Deschutes County

Based on the contents of the attached letter from Deschutes County, the County has complied with the intent and purpose of PPM 20-8 and PPM 20-5, relative to public hearings; therefore, a formal public hearing will not be required for the subject project.

Robert H. Prange
Rural Engineer
County and City Engineer

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
W. J. Hart
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
B. L. Gifford
R. N. Chase

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

FAS 793
Deschutes
SBR

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

1507 EAST FIRST STREET BEND, OREGON 97701
TELEPHONE 382-6795

July 16, 1973

Mr. H. S. Cox, County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Montgomery Bridge
Proposed FAS Project 793

Dear Sir:

This will serve to advise you that Deschutes County has complied with all of the prerequisites for obtaining the necessary rights-of-way relative to the above mentioned project.

Contact was made with all of the adjoining property owners and there were no objections to the proposed project when it was explained that the right-of-way acquisition was necessary for the successful progress of the project as planned. There were no objections to the procurement of the necessary right-of-way. In conclusion, we would assume that since the explanations of the proposal were properly received, there were no requests for a formal hearing.

The county has considered the social, economic, and environmental effects of the project and does request location and design approval.

Sincerely,

Charles L. Plummer

Charles L. Plummer
Assistant Director of Public Works

Approved this 16th day of July, 1973.

CHAIRMAN

COMMISSIONER

COMMISSIONER

RECEIVED
COUNTY & CITY SECTION
JUL 17 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ MPE ☐ CE ☑ RE ☐ RPE ☐

Salem, Oregon
July 16, 1973

Mr. L. H. Young
Office Engineer

B U I L D I N G

Bridge Replacement Project
Little Deschutes R. (Montgomery)
Bridge
FAS 793
Deschutes County
BRS-347(3)

Attention: Mr. R. N. Chase

We are requesting that the programing for this project be changed to have the contractor remove and stockpile the existing bridge at this site for the County. It will then be the County's responsibility to remove the bridge from the site.

It is felt that this change will have very little, if any, effect on the cost of the project.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

ENGR. ASST. OE AE UE
UPE CE DE RPE

MEMO TO THE FILES
July 16, 1973

RE: Bridge Replacement Project
Little Deschutes R. (Montgomery) Bridge
FAS 793
Deschutes County

Deschutes County wishes to retain the existing structure. They are requesting that the contractor remove it and place it in an area immediately adjacent to its present location which will be provided by the County. Since this is a secondary road project (PPM 21-14.2 - January 14, 1973), this work can be included as part of the project.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
cc: Walt Hart
C. G. Swenson
R. N. Chase
J. F. Putnam

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 11, 1973

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Roadmaster

Re: Special Bridge Replacement Program
Little Deschutes River (Montgomery)
Bridge Project
FAS 793
Deschutes County

Gentlemen:

On Page 4, paragraph 1 under "General Provisions" of the agreement for this project we inadvertently obligated the State to the possibility of some charges on this project. We were in error in doing this because this type of project is to be financed by funds from the County and the Federal Government. To correct this mistake, I am enclosing a copy of page 4 which has been revised eliminating State responsibility. Would you please substitute this revised page 4 in the original agreement which was signed by the Highway Commission and returned to the County by cover letter dated June 22, 1973.

After you have made the substitution would you please so indicate your concurrence by signing this letter and returning a copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

APPROVED 7-20-1973
BOARD OF COMMISSIONERS OF DESCHUTES COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

HR:ljt
Encl.

RECEIVED
COUNTY & CITY SECTION
JUL 25 1973
ENGR. CSSR. LE RE UE
UPE CE RE RPE

10. Upon completion of the project, County shall thereafter at its own cost and expense maintain the project in a manner satisfactory to the State and/or the Federal Highway Administration.

11. County shall bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work of the project.

GENERAL PROVISIONS:

1. It is expressly understood that the County and the Federal Government shall contribute to the actual total cost of the project as follows: The County will contribute 25% and the Federal Government will contribute 75% of the project cost, provided the said cost does not exceed the SBR fund. If, however, the SBR fund is less than the actual total cost of the project County shall, in addition to said 25%, contribute 100% of the amount by which the actual total cost of the project exceeds the FAS fund. It is further understood and agreed that unless State and County have a specific written agreement to the contrary, County shall contribute 100% of the cost of any of the construction items of the project in which the Federal Government does not participate with the Federal Aid funds.

2. State and County recognize the provisions of ORS 105.755 and agree that all acts necessary to complete the construction of the project which may alter or change the grade of existing county roads are being accomplished by State at the direct request of County.

Copy to:- John Oaks
R. N. Chase
C. G Swanson
J. F. Putnam

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

7-10-73

Attention: County and City Section

SUBJECT: Federal Aid Project No. BRS-347(3)

Highway No. FAS 793

Project Name (Montgomery) Little Deschutes River Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that all rights-of-way have been acquired in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the procedures established by the Oregon State Highway Division.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at BEND, Oregon,

this 10TH day of JULY, 1973.

Deschutes County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 13 1973
☐ ENGR. ☑ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

5/22/73

7945

51

June 27, 1973

Board of County Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

Attention: Rosemary Patterson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4744

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Little Deschutes River (Montgomery) Bridge on FAS 793.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-24-73
BY (Signature): Mr. Young's March 5, 1973 letter
TITLE: Office Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS BR

STAGE 1 * ITEM NOS. _____ THRU _____
STAGE 2 ITEM NOS. 1109 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1109	BRS-347(3)	0.019	115,000	86,250

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
LITTLE DESCHUTES RIVER (MONTGOMERY) BRIDGE SECTION. DESCHUTES COUNTY	ONE STRUCTURE

5-14-73
5-22-73
Copies Young Hunt

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
Hunter
FOR
Info | Engrg | D/R | Geen | Act | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

D.W.Loutzenheiser,Dir.
Office of Engineering
BY: James J. Crowley, Chief
Federal-Aid Division

RECOMMENDED		APPROVED	
DATE: 4-24-73	SIGNATURE AND TITLE: Verna V. Green, G. L. GREEN, DIVISION ENGINEER	DATE: MAY 14 1973	SIGNATURE AND TITLE:

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-490

FORM PR-48
(Rev. 8-71)

.7945

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 19, 1973

Kelp

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Little Deschutes River (Montgomery)
Bridge Section
South Century Drive, FAS 793
Deschutes County

This negative declaration covering the subject bridge replacement project is being submitted for your approval.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located approximately 16 miles south of Bend and one mile west of The Dalles-California Highway on South Century Drive.

The proposal consists of replacing an existing timber bridge over the Little Deschutes River with a reinforced concrete structure on revised alignment 100 feet long with a 32-foot roadway. A five-foot sidewalk will be provided on the downstream side of the bridge. Approximately 500 feet of realigned roadway will be constructed, shifting the bridge location about 75 feet upstream. The grade will be raised to provide more room between the deck and high water. Deschutes County will do the realignment work, including grading, base, and paving. The new roadway will consist of two 12-foot paved lanes with 4-foot shoulders.

RECEIVED
APR 23 1973
OREGON DIVISION

PURPOSE OF PROJECT The purpose of the project is to replace an old substandard timber bridge with a modern, concrete structure. The existing bridge is 74 feet long and consists of four timber spans of varying length with a 17-foot roadway. The new bridge will have only one center pier, eliminating three piers in the river. The fill slopes will be moved back a minimum of 5 feet from the stream banks, providing an opening between fill slopes of about 73 feet, normal to the river. This will provide a better channel flow and remove potential debris-catching obstructions from the river. It is also intended to replace the two very sharp curves in the present roadway with two gentle spiral curves.

EXISTING ENVIRONMENTAL SETTING The Little Deschutes River channel meanders through a wide floodplain which is inundated annually. The river, at the Montgomery Bridge site, drains an area of approximately 1,020 square miles. Although runoffs create periodic high-water flows, stream velocities are low because of the flat channel gradient.

The brush-lined stream banks are generally composed of pumice materials and alluvial gravels; and the floodplain immediately adjacent to the river consists of marshlands heavily covered with tall reedy grasses and brush. The surrounding area is made up of cattle ranches, timberlands, recreation areas and summer home-site developments.

DISCUSSION OF ENVIRONMENTAL IMPACTS This structure project will significantly enhance the local transportation system by providing road users with a safer facility. This will also result in a reduction of maintenance costs to the County.

South Century Drive is an important east-west connector. It serves as a school route, mail route, and provides access to prime timber country and recreational facilities.

The project, being on revised alignment, necessitates the acquisition of additional right-of-way. The amount involved is small and consists of marshy areas and brushy land. No agricultural

lands will be involved and no one will be displaced because of right-of-way acquisitions. The County will hold a public hearing, if found to be necessary.

The Oregon Game and Fish Commissions concurred in the project through A-95 review process, but recommended that channel changes not be contemplated or, if found necessary, be kept to a minimum. Boat passage should also be maintained. A channel change is not necessary for the project, and boat passage will be allowed.

The State Clearinghouse approved the project June 20, 1972, and the Central Oregon Intergovernmental Council endorsed the project July 10, 1972.

In addition to the above, all necessary precautions will be taken during construction to prevent roiling, and to protect the game fish and other creatures which inhabit the stream and its banks.

There are no recreational facilities or historical sites affected nor are there wildlife nesting or feeding grounds which will be adversely affected by the project.

Existing accesses will be restored in a like or better condition. Utility systems which include aerial power and underground telephone cables will require minor adjustments.

It is planned to construct the structure in the late spring and early summer months. Minor inconveniences and delays will be imposed on the road users during construction. The present bridge will remain open to traffic during construction of the new structure, but will be closed to traffic after the new structure is completed.

The old bridge will be removed entirely, and much of the existing right-of-way will be returned to adjacent landowners.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in Deschutes County's planned development of a safe road system. The benefits of the finished project will outweigh any temporary inconveniences to the road users, and to small loss of private land. Detrimental effects, if any, to the local environment will be negligible. The foregoing is in the

judgment of the State Highway Division, in cooperation with Deschutes County, justification for requesting approval of this negative declaration.

Endorsement to the Oregon State Highway Division

Concur Vernon V. Cusack Date 4-24-73
Division Engineer

GAP:bb
cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Cox
J. H. Versteeg
J. F. Putnam

April 17, 1973

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer

Re: Little Deschutes River (Montgomery)
Bridge Section
FAS 793
Deschutes County
Bridge #16061

Gentlemen:

Enclosed are two copies of the revised preliminary plans for the subject structure. The plans have been changed to precast prestressed slabs as requested by the Federal Highway Administration.

Our estimated cost of this structure is $115,000.

Would you please examine these plans and if acceptable note your approval thereon and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ASST. DE AE UE
LPE CE RE RPE

fas 793
Deach Co

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 13, 1973

TO Mr. H. S. Cox
County and City Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Lt. Deschutes River (Montgomery) Bridge
FAS 793
Deschutes County
Bridge No. 16061

Enclosed are two copies of the revised preliminary plan and elevation drawing of the subject structure. The superstructure has been changed to precast prestressed ~~beams~~ Slabs as requested by the Federal Highway Administration.

The estimated cost, including an allowance for engineering and contingencies, is $115,000.

This is being sent to you for your submittal to the County. An early reply would be appreciated.

JMT:dh
Enclosures

RECEIVED
COUNTY & CITY SECTION
APR 13 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

SALEM, OREGON
April 17, 1973

Mr. L. H. Young
Office Engineer

B U I L D I N G

Attn: Mr. R. N. Chase

Little Deschutes River (Montgomery) Br.
FAS 793
Deschutes County

The attached programing data contains the following corrections and revisions of the original:

COSTS	TOTAL	FEDERAL	STATE	COUNTY
	$115,000	86,250	---	28,750

Description of the existing bridge should be:

A wooden pile trestle bridge 70' long consisting of four spans and having a 17' roadway.

Project Data:

Construct a prestressed reinforced concrete slab span bridge 100 feet long with a 32' clear roadway, having a 5' sidewalk on the downstream side. Contractor to remove and dispose of the existing bridge, and place the necessary riprap. County will construct the approaches and connections. There will be no preliminary engineering charges.

With all of these changes it might be appropriate to make up a new PR-1 form to send to the FHWA and have the first on destroyed.

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt
Att.

☐ ENGR. ☑ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☐ PE ☒ LE ☐

ADT 1972 - 260
1992 - 650

DHV 1972 - 100
1992 - 200

SAFETY: YES

MEMO TO R. N. CHASE Date: April 17, 1973

FAS 793, DESCHUTES COUNTY, Little Deschutes River (Montgomery) Br. SECTION

TERMINI: 2.45 miles westerly from the junction with FAP-4. This section is approximately 18 miles south of City of Bend

M.P. 22.80

PROPOSED WORK: Bridge construction (Special Bridge Replacement)

PROJECT LENGTH: 100 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	115,000	86,250	---	28,750	

EXISTING FACILITIES: Existing bridge is a wooden pile trestle 70' long consisting of four spans with a 17' clear roadway.

ADJACENT SECTIONS:

NORTH/EAST END:

20' oil mat with 4' gravel shoulders

SOUTH/WEST END:

PROJECT DATA: Construct a concrete bridge 100' long using a prestressed reinforced concrete slab span having 32' clear roadway and a 5' sidewalk on the downstream side. Contractor is to remove and dispose of existing bridge. GM rail will separate the vehicular traffic from pedestrian traffic. Contractor is to place any necessary riprap. County will construct the approaches and connections. There will be preliminary engineering charges.

NO

RIGHT-OF-WAY: 60 feet

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Will be offered
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This bridge is on mail and school bus route as well as serving a growing recreation area and will be used by logging trucks.

Park and recreation area affected - No
Relocation assistance - No one moved

Social, economic & environmental effects considered - Will be considered
Location and design approved - To be done
Clearinghouse approved - 6/2/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG - 7/10/72
NEGATIVE DECLARATION - To be written

7945

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 17, 1973

In reply refer to: 10-35.6

FROM : for Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project BR-S-347(-)
Little Deschutes River (Montgomery) Bridge #16061

Revised preliminary plans submitted by Mr. Hart's April 13, 1973 memorandum are approved. We believe that these plans are an innovative solution to a difficulty design problem and the Bridge Section should be commended.

RECEIVED
STATE HWY ENGR
APR 18 '73
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓ | | | | | ✓ |

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTE

4-18-73
Copies to Hart
Young
Skoog
Putnam

RECEIVED
APR 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7945

Blue 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

SUBJECT Little Deschutes R. (Montgomery) Bridge
FAS 793
Deschutes County
Bridge No. 16061
Your File 10-35.6

NOTED
E. S. HUNTER

Enclosed are two prints of the revised preliminary plan and elevation drawing for the subject structure. The superstructure has been changed to precast prestressed slab spans as requested in your letter of March 30, 1973.

The estimated cost of the revised structure, based on approximate quantities and including an allowance for engineering and contingencies, is $115,000.

This is being sent to you as a revised preliminary submittal for your approval.

JMT:dh
Enclosures

cc E. S. Hunter
L. H. Young
V. E. Skoog
J. F. Putnam /w/ encl.

Box 300
Salem OR 97308

Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

April 17, 1973

10-35.6

Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Original Signed by
H. A. Schell
Division Bridge Engr.

Oregon Project BR-S-347(-)
Little Deschutes River (Montgomery) Bridge #16061

Revised preliminary plans submitted by Mr. Hart's April 13, 1973 memorandum are approved. We believe that these plans are an innovative solution to a difficulty design problem and the Bridge Section should be commended.

cc:
OSHD (W J Hart)

NOTED
W. J. HART

RECEIVED
APR 18 1973
BRIDGE DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 30, 1973

In reply refer to: 10-35.6

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

NOTED
E. S. HUNTER

SUBJECT: Oregon Project BR-S-347(-)
Little Deschutes River (Montgomery) Bridge - #16061

Mr. Wallace's March 28, 1973 memorandum commented on our previous questions. Our previous questions 2, 3, 4, and 6 are satisfactorily answered. We would like to make these additional statements:

1. We are not pleased with the idea of having flood water shown half way up the girder sides and only having 6" of clearance for a 25-year flood. Your standard practice has always been to design for at least a 50-year flood and we have never seen a bridge designed to be in the water during a flood situation. According to the hydraulic report the second highest flood in 48 years had a 13-year return frequency. The report says that the proposed bridge opening will only cause a backwater rise of 0.2 feet. Mr. Wallace's memorandum also stated that the backwater would increase only another 0.1 if the road grade was raised. It appears then that two approaches are possible to get the bridge out of the water for at least a 50-year flood. The grade can be raised or the bridge girders can be changed to slabs. The former could accomplish a small raise, but would increase the project cost. The latter would yield the greater benefit and could reduce the project cost. Concern has been expressed over placing slabs on a curve, but we believe that the problems involved are small compared to the benefit of getting a reasonable water clearance under the bridge. We, therefore, recommend that you reconsider your position and change to slabs providing your normal stream clearances. ✓

2. Mr. Wallace's memorandum stated that you are taking steps to remove the unsafe existing bridge just downstream. We would like to reemphasize our belief that leaving the old bridge is harmful to the overall project and suggest that every step be taken to have it removed.

RECEIVED
STATE HWY ENGR
APR 2 '73
REFER TO
Hunter
FOR
Info | Invest | H/D | O/R | Sign | Mat | File

Pls discuss

NOTED
W. J. HART

RECEIVED
APR 9 1973
BRIDGE DIVISION

NOTED
R. W. ALLISON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7945

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 9, 1973

TO Oregon State Highway Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed Cancellations**
FAS-C Projects

4 N

The maps and tabulations accompanying this letter locate and describe the cancellation of three projects in Deschutes and Washington Counties.

The first cancellation request by Deschutes County is for the SP&S Overcrossing Section on FAS 924. The County is making this request because of the uncertainty of the proposed highway interchange in this area.

The other cancellation for Deschutes County is for the Little Deschutes River (Montgomery) Bridge Section on FAS 793. The County has changed its mind and is going to use Special Bridge Replacement funds to replace the structure, instead of FAS-C funds.

Washington County is requesting the cancellation of the Tualatin River (Golf Course Road) Bridge on FAS 631. The County will replace this structure with Special Bridge Replacement funds instead of FAS-C funds.

These cancellations will be on the April 17 agenda and I recommend your approval.

Att.

cc: C. W. Head — L. W. Rulien
G. M. Baldwin — J. F. Putnam
A. E. Johnson — Gary Sund
R. L. Schroeder
H. S. Cox — HR:ljt dpy

Need agreement from Co. Court in this. No FAU

4-4-73 15th Mtg

PROPOSED FISCAL YEARS 1972 & 1973 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT
Cancellation of Previously Approved Projects			
DESCHUTES	793	Little Deschutes River (Montgomery) Bridge Section (Cancelled because going to use Special Bridge Replacement funds)	$ 80,000
DESCHUTES	924	SP&S Overcrossing Section. Structure only. (Cancelled because of uncertainty of proposed interchange)	80,000
WASHINGTON	631	Tualatin River (Golf Course Road) Bridge Section. Structure only. (Cancelled because going to use Special Bridge Replacement Funds)	350,000
		TOTAL	$510,000

NOTE: Federal funds transferred for engineering is $11,667.
$11,667 of Federal funds represents $19,000 of FAS funds.

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	4,951,000	10,053,000
Unprogramed Balance	---	139,000	139,000
Projects Proposed	---	---	---
Transferred FAS Funds	---	19,000	19,000
Unprogramed Balance	---	120,000	120,000

73-b
4/4/73

3-23-73

DESCHUTES COUNTY
Proposed Cancellation

FAS 793: Little Deschutes River (Montgomery) Bridge Section. Structure, $80,000.

This project was approved by the Highway Commission at the May 16, 1972 meeting. The County is now requesting the cancellation of the structure portion of this project because they wish to replace the structure with funds from the Special Bridge Replacement Program instead of FAS-C funds.

The County is also requesting the transfer of County Federal Aid funds in the amount of $6,101 to State Highway funds for reimbursement of engineering costs.

3-5-73

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Deschutes County hereby requests cancellation of the project approved by the State Highway Commission on May 16, 1972 on the Little Deschutes River (Montgomery) Bridge Section of FAS 793.

In order to reimburse State for the field work performed by Oregon State Highway Division crews for the preliminary engineering for this project, Deschutes County:

☐ A. Encloses a check/warrant in the amount of $_____; or

☑ B. Authorizes deduction of County Federal funds in the amount of $ 6101.32 and the transfer of these funds to the Oregon State Highway Commission.

DESCHUTES COUNTY

By Charles L. T. Sigmund

By Jack W. Peden
Commissioner

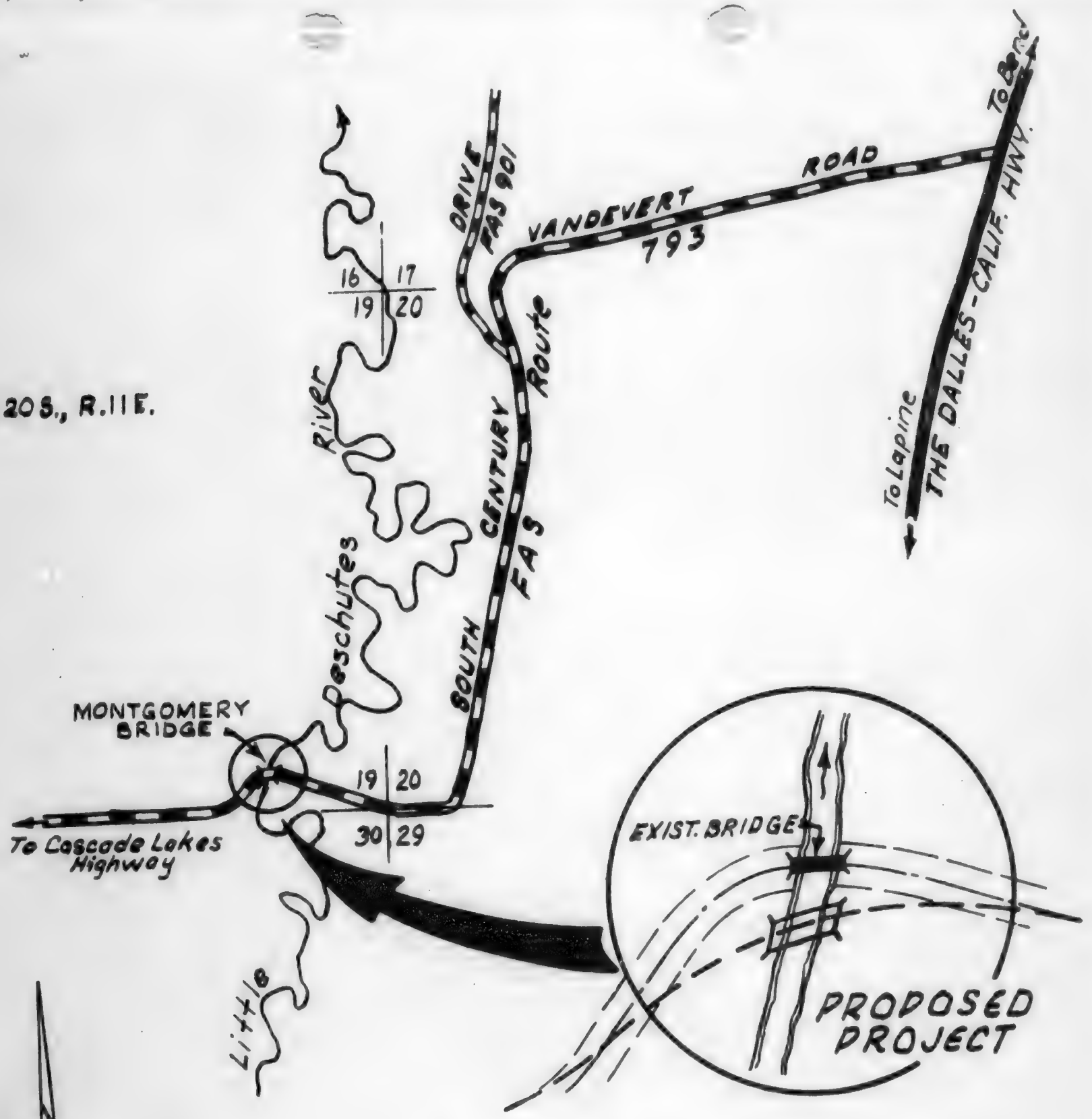
By _____
Commissioner

By Albert A. Jamison
Commissioner

By _____
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Date 3-5-73



Cancellation

LITTLE DESCHUTES RIV. (MONTGOMERY) BR.

SOUTH CENTURY DRIVE

Deschutes County

7995

Box 300
Salem OR 97308

Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

March 30, 1973

10-35.6

Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Original Signed By
VERNON V. CUSACK
Acting Division Engineer

Oregon Project BR-S-347(-)
Little Deschutes River (Montgomery) Bridge - #16061

Mr. Wallace's March 28, 1973 memorandum commented on our previous questions. Our previous questions 2, 3, 4, and 6 are satisfactorily answered. We would like to make these additional statements:

1. We are not pleased with the idea of having flood water shown half way up the girder sides and only having 6" of clearance for a 25-year flood. Your standard practice has always been to design for at least a 50-year flood and we have never seen a bridge designed to be in the water during a flood situation. According to the hydraulic report the second highest flood in 48 years had a 13-year return frequency. The report says that the proposed bridge opening will only cause a backwater rise of 0.2 feet. Mr. Wallace's memorandum also stated that the backwater would increase only another 0.1 if the road grade was raised. It appears then that two approaches are possible to get the bridge out of the water for at least a 50-year flood. The grade can be raised or the bridge girders can be changed to slabs. The former could accomplish a small raise, but would increase the project cost. The latter would yield the greater benefit and could reduce the project cost. Concern has been expressed over placing slabs on a curve, but we believe that the problems involved are small compared to the benefit of getting a reasonable water clearance under the bridge. We, therefore, recommend that you reconsider your position and change to slabs providing your normal stream clearances.

NOTED
E. S. HUNTER

2. Mr. Wallace's memorandum stated that you are taking steps to remove the unsafe existing bridge just downstream. We would like to reemphasize our belief that leaving the old bridge is harmful to the overall project and suggest that every step be taken to have it removed.

RECEIVED
APR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc:
OSHD (E S Hunter)
OSHD (W J Hart)

RWPillsbury:cst

7945

E S Hunter 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
MAR 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 28, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97310

FROM L. L. Wallace
Bridge Design Engineer

NOTED
E. S. HUNTER

SUBJECT Little Deschutes River (Montgomery) Bridge
FAS-793
Deschutes County
Br. 16061
Your File 10-35.6

Your letter of March 19, 1973 concerning the subject structure in which you had comments on various items is answered as follows.

1. We do not feel that construction of a cast-in-place continuous structure is appropriate for this site due to the poor foundation material. There is very little drift in this river and the additional flow capacity of a 130-foot bridge is insignificant at design high water.

2. The bottom of the beams on the existing bridge are about the same elevation as on the proposed bridge and boat traffic can pass at all times except high water stages. Mr. James Louman of the Oregon State Game Commission has been contacted by Richard Lenz and they are agreeable to this.

3. If the approach roadway is raised in the future to prevent overtopping, the backwater would be increased by about 0.1 foot due to the storage area upstream and the low velocities of 2 to 3 feet per second.

4. The bridge is designed to withstand the stream flow. Riprap will be placed around the bridge wingwalls.

5. We are taking steps to obtain the County's concurrence to remove the old bridge.

6. The tops of the piles or bottom of the pile caps will be at the approximate original ground line on one end of the structure and in about three feet of fill at the other, so the additional down drag load imposed on the piles by the fills will be very small or negligible. In view of the poor foundation material, we have reduced the pile load to a maximum of 32 tons.

LLW/ag

cc E. S. Hunter
V. E. Skoog
L. H. Young
J. F. Putnam

7945

STATE OF OREGON 1859

FISH COMMISSION

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
MAR 29 1973
DESIGN SECTION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

March 28, 1973

Mr. George M. Baldwin
Administrator of Highways
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

RECEIVED
APR 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Baldwin:

NESTUCCA RIVER (PACIFIC CITY),
BRIDGE SECTION FAS 618 (TILLAMOOK COUNTY)
LITTLE DESCHUTES RIVER (MONTGOMERY),
BRIDGE SECTION FAS 793 (DESCHUTES COUNTY)

NOTED
E. S. HUNTER

Regarding the Nestucca River bridge project, construction activities in the water will be allowed all year providing water quality standards in both passages are maintained.

We will concur with the recommendations of the Oregon State Game Commission on the Deschutes River project.

The opportunity to recommend fishery safeguards on these projects is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon State Game Commission

cc's sent April 2, 1973

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. F. Putnam (2)
C. O. Fredrickson (2)

FAS 793, Deach

RECEIVED
COUNTY & CITY SECTION
MAR 23 1973
☑ ENGR. ☐ GEOL. ☐ OE ☐ AE ☐ UE
☐ BPE ☐ CE ☑ RE ☐ RPT ☐

3-23-73

SUBJECT: Little Deschutes River (Montgomery) Bridge Section.
South Century Drive, FAS 793 Deschutes County

This negative declaration is preceding our location-design approval for this subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project is located approximately 16 miles south of Bend and one mile west of the Dalles-California Highway on South Century Drive.

The proposal consists of replacing an existing timber bridge over the Little Deschutes River with a reinforced concrete structure 40' 10" wide and 100' long on new alignment. A five foot sidewalk will be provided on the downstream side of the bridge. It is planned to construct the new bridge with Type II AASHO prestressed beams and a cast-in-place composite deck. Approximately 500' of new alignment will be constructed, shifting the bridge location about 75' upstream. The grade will be raised to provide more room between the deck and high water. Deschutes County will do the realignment work, including grading, basing, and paving. The new alignment will consist of two 12' paved lanes with 4' gravelled or cindered shoulders.

PURPOSE OF PROJECT — The purpose of the project is to replace an old substandard timber bridge with a modern safe, concrete structure. The existing bridge is 74' long and consists of four timber spans of varying length with a 17' roadway. The new bridge will have only one center pier, eliminating three piers in the river. The fill slopes will be moved back a minimum of 5' from the stream banks, providing an opening between fill slopes of about 73', normal to the river. This will provide a better channel flow and remove potential debris-catching obstructions from the river. It is also intended to replace the two very sharp curves in the present roadway with two gentle spiral curves.

DISCUSSION OF ENVIRONMENTAL IMPACTS — This structure project will significantly enhance the local transportation system by providing road users with a much safer facility. There will also be a reduction of maintenance costs to the

county.

South Century Drive is an important east-west connector. It serves as a school route, mail route, and provides access to prime timber country and recreation facilities.

The project, being on revised alignment, necessitates the acquisition of additional right-of-way. The amount involved is small and consists of marshy areas and brushy land. No agricultural lands will be involved and no one will be displaced because of right-of-way acquisitions.

All necessary precautions will be taken during construction to prevent roiling, and to protect the game fish and other creatures which inhabit the stream and its banks. However, there will be some disturbance of the flood plain area, but this disturbance will be minimal.

There are no recreational facilities or historical sites affected nor are there wildlife nesting or feeding grounds which will be adversely affected by the project.

Existing accesses will be restored in a like or better condition. Utility systems which include aerial power and underground telephone cables will require minor adjustments.

It is planned to construct the structure in the late spring and early summer months. Due to the unusually heavy snow pack of last year and the projected heavy snow pack this year, there will probably be no particular time of low water.

Minor inconveniences and delays will be imposed on the road users during construction. The present bridge will remain open to traffic during construction of the new structure, but will be closed to traffic after the new structure is completed.

BASIS FOR NEGATIVE DECLARATION

The proposed project, is an important element in Deschutes County's planned development of its road system. The benefits of the finished project will outweigh any temporary inconveniences to the road users, and detrimental effects, if any, to the local environment will be negligible.

b c

3-23-73

DESCHUTES COUNTY
Proposed Cancellation

FAS 793: Little Deschutes River (Montgomery) Bridge Section.
Structure, $80,000.

This project was approved by the Highway Commission at the May 16, 1972 meeting. The County is now requesting the cancellation of the structure portion of this project because they wish to replace the structure with funds from the Special Bridge Replacement Program instead of FAS-C funds.

The County is also requesting the transfer of County Federal Aid funds in the amount of $6,101 to State Highway funds for reimbursement of engineering costs.

HIWAY COMMISSION
APPROVED ON
APR. 17 1973

73-b
3/23/73

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Deschutes County hereby requests cancellation of the project approved by the State Highway Commission on May 16, 1972 on the Little Deschutes River (Montgomery) Bridge Section of FAS 793.

In order to reimburse State for the field work performed by Oregon State Highway Division crews for the preliminary engineering for this project, Deschutes County:

☐ A. Encloses a check/warrant in the amount of $_____; or

☑ B. Authorizes deduction of County Federal funds in the amount of $ 6101.32 and the transfer of these funds to the Oregon State Highway Commission.

DESCHUTES COUNTY

By Walter L. T. Sigmund

By Jack W. Peden
Commissioner

By _____
Commissioner

By Albert A. Young
Commissioner

By _____
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Date 3-5-73

7945

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 19, 1973

In reply refer to: 10-35.6

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project BR-S-347(-)
Little Deschutes River (Montgomery) Bridge

RECEIVED STATE HWY ENGR
MAR 20 73
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Mr. Wallace's February 27, 1973 memorandum submitted preliminary plan data for this structure. We have reviewed the submission and have the following comments:

1. The prestressed beam structure recommended is the least expensive but we are not sure it offers the best solution. Alternate 3, although estimated to cost $11,000 more, would have less structural depth. This would pass drift better and may not have flood water on the superstructure. In addition the 130 ft. length may be sufficient to pass the flood water without as much backwater and perhaps overtopping of the approach road. The hydraulic report did not cover this span arrangement however. Could we have your comments on this.

2. The Oregon Game Commission in their comments on the project require that the bridge allow boat traffic at all water levels. The proposed bridge does not satisfy this and the problem will have to be resolved.

3. The Hydraulic Report and Vicinity Map indicate that the roadway will be flooded at flows of a frequency a little less than 25 years. It is noted that the Hydraulic Report states that the overflow length will be 500 feet whereas the Vicinity Map profile shows about 350 feet of overflow. This should result in a higher backwater. We are concerned that the structure does not have enough waterway opening if the approach grade is raised slightly later to prevent overtopping.

4. Because both the structure and roadway are subject to high water forces, steps should be taken to prevent damage. The bridge superstructure will have to have sufficient extra strength to withstand stream flow and drift. Inasmuch as the roadway is being designed to be overtopped, the embankments should have riprap.

NOTED
E. S. HUNTER

Hart check with Hydraulics R/D

(more)

RECEIVED
MAR 22 1973
BRIDGE DIVISION

NOTED
A. E. JOHNSON

NOTED
W. J. HART

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

5. We agree with the Hydraulic Report that the old bridge and approaches should be removed. The old bridge will not only harm the flow characteristics of the stream, but it is also unsafe for prolonged use. The supporting piling have been temporarily patched and could be washed out any time. Then there would be the possible question of a damage claim plus the question of who would be responsible for removing the bridge. We therefore recommend its removal.

6. Pile loads should include an allowance for possible downdrag from the approach fills.

RECEIVED
MAR 22 1973
BRIDGE DIVISION

RECEIVED
MAR 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7945

March 5, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary Project:

Item No.	Project No.	Section Name & PNRS No.
1100	BRS-347(3)	Little Deschutes River (Montgomery) Bridge. #7205-2-550

RNC:bb
Enc.

cc: R. N. Chase
B. L. Gifford

7945

March 5, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM L. N. Young
Office Engineer

SUBJECT Program Data Submission
Project BRS-347(3)
Little Deschutes R. (Montgomery) Br.

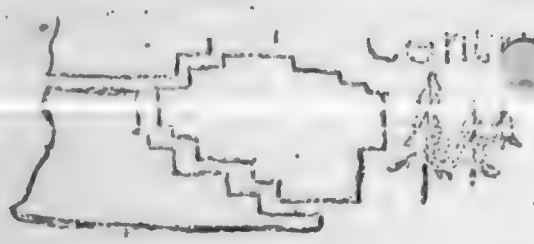
We are submitting program data for one Special Bridge Replacement Project, Item No. 1109, Project No. BRS-347(3), which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23, U.S.C. The project is programed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum. The bridge being replaced is No. 1 on the list of 10 bridges, which accompanied Mr. Maloney's memorandum.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

Enclosed is one copy each of State and District 10 Clearinghouse letters of approval dated June 20, 1972 and July 10, 1972, respectively.

RNC:bb

Enc.



DESCHUTES COUNTY COURTHOUSE
1164 Bond Street
Bend, Oregon
Telephone: (503) 382-4000

Copies To:
[illegible]
Kuyer

July 10, 1972

CROOK
Prineville

DESCHUTES
Bend
Redmond
Sisters

JEFFERSON
Culver
Madras
Metolius

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

Re: Little Deschutes River
(Montgomery) Bridge
Deschutes County

Dear Mr. Baldwin:

As Regional Clearinghouse for State Administrative District 10, and in accordance with the provisions of OMB Circular A-95, the Central Oregon Intergovernmental Council has completed its review of the above captioned project.

The COIC, upon the recommendation of its Planning Staff, is pleased to add its approval for the undertaking of this project.

On behalf of the COIC, may I wish you success in the accomplishment of the project.

Sincerely,

G.W. McCann, Chairman
Central Oregon Intergovernmental Council

GWM/RCR
mec

cc: Bill Kramer, Federal Aid Coordination
R.L. Lammert, Dist. Highway Engineer

RECEIVED
JUL 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: July 14, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.L. Lammert
J.F. Putnam

RECEIVED
JUL 13 1972
PROGRAMING SECTION

Noted
Gary L. Ross

BEN GIFFORD
5/23

RECEIVED
JUL [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Ben

NOTED
R N CHASE

((Gouvy Hall
7-14-72

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

3-5-73 Rev.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. Approx. 18 Mi. S.W. of Bend	ADT	260*	650	93	10	Oregon	35	115	1109

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
idge								BRS-	347(3)		

L FUNDS: Special Bridge Replacement

COUNTY NAME: Deschutes — CODE: 017

REA

ROUTE NO. S — FEDERAL-AID: 793 — STATE: Co. Rd. — U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co.Rd. Approx. 18 mi. S.W. of the City of Bend "Little Deschutes River (Montgomery) Bridge"						Construct one pre-stressed RC slab bridge on new alignment, length 100', H.C. 32', with 5' sidewalk on down-stream side with GM rail as traffic separator. County will construct a approach roadway. ROW-60' normal; Access Control-none; Parking Restrictions-none.
	ROW								
	CONST (CODE) X080			0.019	115,000	86,250		28,750 Co.	
			PROJECT TOTALS	0.019	115,000	86,250		28,750 Co.	

ARED BY

RAM APPROVAL DATES

REMARKS

*DHV is 100 for this section.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Ap

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-5-73 Rev.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DE

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 68		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
	1	Co. Rd. Approx. 18 Mi. S.W. of Bend	**ADT**	260*	650	93	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 20	NUMBER 21 27 S
	One Bridge								BRS-	347(3)

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME		CODE (14)(16)	
	Special Bridge Replacement		Deschutes		017	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)	
			793	Co. Rd.		

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) 66	FEDERAL FUNDS (67) 78	STATE FUNDS	OTHER FUNDS
1												
5					**PE**		Co.Rd. Approx. 18 mi. S.W. of the City of Bend					
5					**ROW**		"Little Deschutes River (Montgomery) Bridge"					
5					**CONST** (CODE) X080			0.019	115,000	86,250		28,750 Co.
							PROJECT TOTALS	0.019	115,000	86,250		28,750 Co.

CARD	CODE	PREPARED BY		
1	1			
1	14	PROGRAM APPROVAL DATES (16) 23	(24) 33	REMARKS

*DHV is 100 for this section.

LITTLE DESCHUTES RIVER (MONTGOMERY) BRIDGE
PROJECT NO. BRS-347(3)

:

trestle bridge with H.C. 17'.

:

Vest Ends: 20' bituminous surface roadway
avel shoulders.

onsists of construction of a prestressed
concrete slab span bridge, length 100',
clearance 32' with 5' sidewalk and GM
on the downstream side. Remove and dis-
e existing structure and place necessary

nty will construct and surface the approach
both ends of the bridge.

imum Standards:

ilroads, Airports, Water Development,
creational Areas:

ved.

Public Hearing:

Opportunity for public hearing will be offered under the Secondary Road Plan.

Environmental Requirements:

Requirements of PPM 90-1 are being submitted as a separate action.

Requirements of PPM 20-8 and Section 128 of Title 23 U.S.C.:

Location/Design approval and hearing certification are being handled under the Secondary Road Plan.

State and District 10 Clearinghouse:

Approval letters dated June 20, 1972 and July 10, 1972, respectively.

Relocation Assistance Payment:

County will make such payments as required.

Control of Utilities:

The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

LITTLE DESCHUTES RIVER (MONTGOMERY) BRIDGE
PROJECT NO. BRS-347(3)

Existing Facility:

70' Timber trestle bridge with H.C. 17'.

Adjacent Sections:

East and West Ends: 20' bituminous surface roadway with 4' gravel shoulders.

Project Data:

The work consists of construction of a prestressed reinforced concrete slab span bridge, length 100', horizontal clearance 32' with 5' sidewalk and GM separator on the downstream side. Remove and dispose of the existing structure and place necessary riprap.

NOTE: County will construct and surface the approach roadway at both ends of the bridge.

Exceptions to Minimum Standards:

None

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas:

None involved.

Right-of-Way:

60' normal.

Public Hearing:

Opportunity for public hearing will be offered u
the Secondary Road Plan.

Environmental Requirements:

Requirements of PPM 90-1 are being submitted as
separate action.

Requirements of PPM 20-8 and Section 128 of Title 23

Location/Design approval and hearing certificati
being handled under the Secondary Road Plan.

State and District 10 Clearinghouse:

Approval letters dated June 20, 1972 and July 10
respectively.

Relocation Assistance Payment:

County will make such payments as required.

Control of Utilities:

The State does not have, at this time, the legal
to control the use by Utilities of the right-of-
project. A State-County agreement is being prep
comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: On-the-job trainees, as set forth in FHWA
interim 7-2(2), on this project will be determin
PS & E stage and the number stipulated in the PS

7945

E 9 H 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 27, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

NOTED
E. S. HUNTER

ORIGINAL SIGNED BY
L. L. WALLACE

FROM L. L. Wallace
Bridge Design Engineer

Subject Lt. Deschutes River(Montgomery) Bridge
FAS-793
Deschutes County
Br. No. 16061

Enclosed are two prints each of Drawings 28915, 28565, and 28633, which are the preliminary plan and elevation, vicinity map, and foundation data sheet for the subject structure. Also enclosed are two copies each of the foundation recommendation and hydraulics report.

The alignment, elevation, sidewalk, and roadway width are in accordance with the requirements established for this project. The length was established to provide a waterway opening equivalent to the size recommended in the hydraulic report which agrees with the length that was shown on the vicinity map.

Four alternates were studied for this site. Alternate 1 is the proposed structure and is a two-span (50'-50') prestressed beam superstructure supported on prestressed pile bents. The piling in bents 1 and 3 are encased in concrete to form an endwall and wingwalls are cantilevered out to retain the fill. This alternate was approved by the county.

RECEIVED
MAR 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Alternate 2 was a three-span (42'-50'-43') prestressed beam superstructure supported on prestress pile bents. Alternate 3 was a three span (40-50-40) cast-in-place slab supported on pile bents. Alternate 4 was precast prestressed slabs supported on prestressed pile bents but this was impractical because of the roadway curve and the skew of the bents.

The costs of the alternates, based on approximate quantities and including an allowance for engineering and contingencies, are as follows:

Alternate 1	$ 99,000
Alternate 2	108,000
Alternate 3	110,000

This project is to be financed on the bridge replacement program and this is being sent as a preliminary submittal for your approval.

JMT/ag

cc E. S. Hunter
L. H. Young
V. E. Skoog

7945 CON 19-15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

February 22, 1973

Mr. Charles Plummer
Deschutes County Roadmaster
1507 E. 1st Street
Bend, Oregon 97701

Re: Bridge Replacement Program
Little Deschutes (Montgomery) Bridge
FAS 793
Deschutes County

Dear Mr. Plummer:

We wish to inform you that the subject bridge has qualified and has been selected as one of the Oregon county bridges to be replaced with funds from the Bridge Replacement Program. In this program the Federal Government pays for 75% of the cost of replacing a bridge with the remaining 25% coming from a local (county) source. These funds are not part of your FAS-C funds. The approach work is not included in the program and will have to be done by the County or by some other method. The procedure for processing this type of project is the same as an FAS-C project, except that preliminary engineering is to be paid by the County.

Until now this has been an FAS-C project. If you wish to change to the Bridge Replacement Program would you so inform us and cancel your FAS-C request. As part of the cancellation of this project you must reimburse the Oregon State Highway Division for the cost of the field work for the preliminary engineering, which amounted to $6,101.32. These charges do not include the cost of the bridge design. If you wish to cancel this project, two copies of the cancellation forms for this project are enclosed for your use. Please return one copy to this office.

As you requested we checked into the possibility of making the approaches to the bridge an FAS-C project and utilizing this survey information. At this point no work has been done on the design of these approaches because it was understood that the County would do this themselves. We made up a rough estimate for a contract of these approaches and feel they would cost between

NOTED
R. L. SCHROEDER

RECEIVED
FEB 23 1973
Office of
Assistant State Highway Engineer

$55,000 and $60,000 as an FAS-C project. So, based on this estimate, the advance deposit would be $11,000 to $12,000 if the approaches were constructed as an FAS-C project. Then, relating to this estimate, the advance deposit from the County would cost the County only $5,000 to $6,000 more to construct these approaches as an FAS-C project than to reimburse the State the $6,101.32 for the preliminary engineering. We are thinking of using a typical section having 16 inches of grid rolled cylinders and an 0-11 oil mat.

Please note on the cancellation forms that you can reinburse the Oregon State Highway Division in either of two different ways: (1) County check or warrant, or (2) By requesting us to transfer County FAS-C funds to State Highway funds.

If you do decide to replace the bridge with funds from the Bridge Replacement Program, we will use the request you made up for the FAS-C program.

If there are any questions please contact us.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Harold Reynolds
for H. S. Cox
County and City Engineer

HR:ljt

Encl.

ADT 1972 - 260
1992 - 650

DHV 1972 - 100
1992 - 200

SAFETY: YES

MEMO TO R. N. CHASE Date: Feb. 20, 1973

FAS 793, Deschutes COUNTY, Little Deschutes River (Montgomery) Br. SECTION

TERMINI: 2.45 miles westerly from the junction with FAP-4. This section is approximately 18 miles south of City of Bend. M.P. 22.80

PROPOSED WORK: Bridge construction (Bridge Replacement Program)

PROJECT LENGTH: 100 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	100,000	75,000		25,000	

EXISTING FACILITIES: 70' pony truss bridge with a 17' traveled roadway.

ADJACENT SECTIONS:
NORTH/EAST END:
20' oil mat with 4' gravel shoulders
SOUTH/WEST END:

PROJECT DATA: Construct a reinforced concrete bridge on new alignment 100' long with a 32' clear roadway, and a 5' sidewalk on the down stream side. Existing bridge to remain in place and to go to private owner as part of right-of-way transaction. County will construct the approach and connections. No preliminary engineering charges.
GM rail will separate vehicular traffic from pedestrian traffic.

RIGHT-OF-WAY: 60 feet

ACCESS CONTROL: None
RAILROAD CROSSING: None

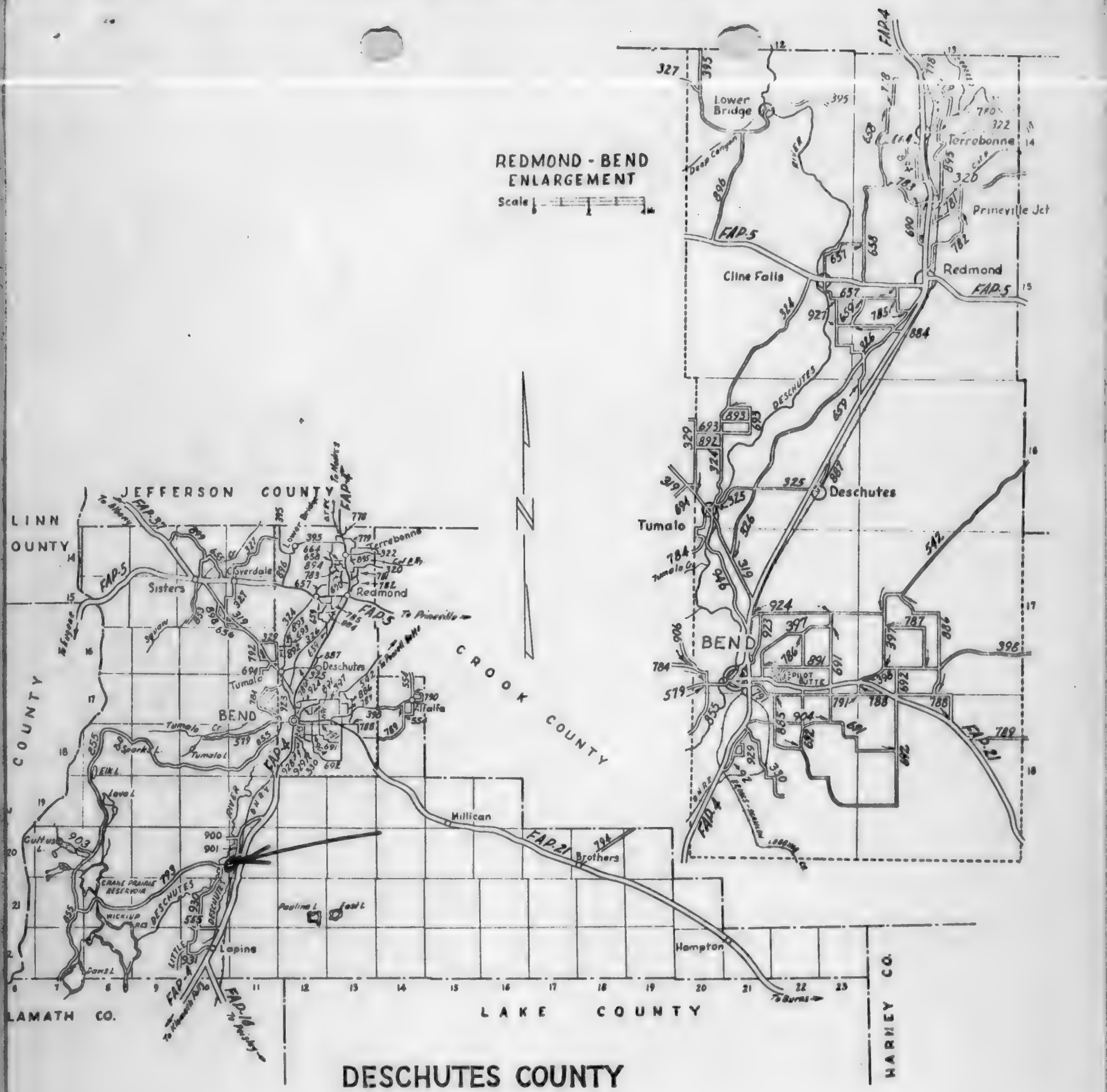
MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Will be offered
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This bridge is on mail and school bus route as well as serving a growing recreation area and will be used by logging trucks.

Park and recreation area affected - No
Relocation assistance - No one moved

Social, economic & environmental effects considered - Will be considered
Location and design approved - To be done
Clearinghouse approved - 6/2/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG - 7/10/72
Negative Declaration - To be written



DESCHUTES COUNTY

FAS SYSTEM

Scale

"LEGEND"

- F.A.P. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road

Little Deschutes River (Montgomery) Br. Sec.
fed. 793 Deschutes County

fed. 793
Deschutes Co

Tape 1b - 6

107.25 Contractor's Responsibility for Work - The provisions of subsection 107.25 of the Standard Specifications have been deleted and are revised as hereinbefore set forth in the Supplemental Standard Specifications.

RECEIVED
COUNTY & CITY SECTION
FEB 13 1973
☐ ENGR. ☑ COOR. ☐ LE ☐ AE ☐ LE
☐ OPE ☐ CE ☒ RE ☒ RPE ☐

Tape 1b - 7

107.27 Temporary Protective and Directional Measures for Traffic - The provisions of subsection 107.27 of the Standard Specifications have been deleted and are revised as hereinbefore set forth in the Supplemental Standard Specifications. The Supplemental Standard Specifications are modified and/or supplemented as follows:

Delete the first sentence of paragraph (d-1) Signs and substitute the following:

(d-1) Signs - Materials and fabrication of signs shall conform to the requirement of Section 645 as supplemented.

~~Delete the first paragraph under (g) and substitute the following:~~

~~(g) Payment - There will be no separate payment for temporary protection and direction of traffic except as follows:~~

(f) The contractor shall install at each end of the project, facing in-coming traffic, one each of Construction Identification, Contractor's Identification, W20-1-36 with amber flasher, OW15-1-30 and OW23-1-30 with an indication of "30" signs spaced approximately 800 feet apart with the OW23-1-30 signs nearest the project limits. He shall also install at each end of the project, facing out-going traffic, one G20-2-24 sign.

The contractor shall also install sufficient lengths of traffic barrier at each end of the structure to effectively keep traffic from entering the work area. The traffic barrier is to be reflectorized.

40 inch high traffic cones, spaced approximately [illegible] feet apart, are to be used to delineate the traffic way through areas that have to be constructed under traffic. Special attention shall be given to placement of the traffic cones so that the reflectors will be properly aimed for night-time traffic.

S-1, S-12 & 2126 C + 1D signs

3,760.00 including $800.00 for flagging

fas 793
Deschutes Co.

January 9, 1973

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Roadmaster

Re: Little Deschutes River (Montgomery)
Bridge Section
FAS 793
Deschutes County

Gentlemen:

Two copies each of two preliminary designs for the proposed Montgomery Bridge are enclosed. Also included are two copies of our hydraulic report for this project.

Would you please consider these plans and if acceptable, indicate your approval by having the Commission sign the design of your choise and return to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HSC:ljt

Encl.

ENGR. COOR. CE AE UE
UPE CE RE PPE

FAS 793
Desch Co

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 4, 1973

TO H. S. Cox
County-City Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Lt. Deschutes River (Montgomery) Br. 16061
FAS 793
Deschutes County

Enclosed are two copies of the preliminary plan and elevation drawings and the vicinity map for the subject structure. Two copies of the hydraulic report are also enclosed. Alternate I is a two-span prestressed beam structure with poured-in-place deck having abutments and wingwalls with a bent in the middle of the river. This agrees with the submitted vicinity map. Alternate II is a three-span bridge which does not have bents in the channel and eliminates the abutments and wingwalls.

The cost, including an allowance for engineering and contingencies, is $99,000 for Alternate I and $108,000 for Alternate II.

This is being sent to you for your submittal to the County. An early answer would be appreciated.

JMT/dh/ag

Encl.

RECEIVED
COUNTY & CITY SECTION
JAN 4 1973
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

MONTGOMERY BRIDGE SECTION
LITTLE DESCHUTES RIVER
DESCHUTES COUNTY
November 1972

The proposed crossing of the Little Deschutes River and its floodplain is located in the SE¼, Section 19, T. 20S, R. 11E on FAS 793. The new concrete structure will replace an existing four-span wooden bridge having a total length of 73 feet on an 18-degree skew to the channel.

Hydraulic Requirements

It is suggested that the minimum channel opening provided for in this design, based on a section normal to the streamflow, include the low water channel plus that floodplain area developed by setting the fill slopes back a minimum of five feet from the stream banks. This criteria would provide an opening between fill slopes of about 73 feet normal to the river. It is also suggested that a 12-inch blanket of Class 50 riprap be placed on the embankment slopes beneath the structure to protect them from erosion during periods of high water.

The minimum bridge opening suggested is based on a 25-year frequency peak flow of 1,450 cfs for which a water surface elevation of 4,167.3 feet has been estimated from a stage-discharge curve for this reach of the river. Whereas the existing roadway profile resulted in about a 1000-foot overflow section, the proposed gradeline will restrict it to about 500 feet in length. Backwater is not expected to exceed 0.2 foot, however, because of (1) the significant floodplain area upstream from the structure, and (2) the low flow velocities in both the main channel and the floodplain.

NOTED
J. M. TINDALL

NOTED
[illegible] ACE

In the narrative report submitted by N. B. Krehbiel, Resident Engineer, it is indicated that Deschutes County plans to exchange the old bridge and roadway for the required right of way. This would imply that the existing structure is to be retained in its present location immediately downstream from the proposed bridge. Under this condition, the old bridge would control backwater and debris accumulation because of its shorter length and closely-spaced pile bents. For this reason, it is suggested that the existing structure be removed.

Hydrology

The Little Deschutes River at Montgomery Bridge drains an area of approximately 1,020 square miles. In the lower 30-mile reach the average stream gradient is only 1½ feet per mile (0.0285%) and maintains an average sinuosity of between 2.0 and 2.5 indicating a severe channel alignment. Flow velocities are low even during extreme floods and seldom exceed 2-3 fps.

The river channel meanders through a wide flood plain which is inundated annually. Channel capacity in the subject reach averages about 300 cfs with the mean annual peak flow being approximately 660 cfs. Because of the vast flood plain and resulting storage, extreme flood peaks attenuate significantly in the lower 30-mile length of channel. Major runoffs normally occur during the spring and early summer months and are the result of snow melt in the upper basin area. In the past 48 years for which records have been kept on the Little Deschutes River only eight years had maximum peak flows occurring during the winter months.

Historical Floods

The maximum flood of record occurred on December 25, 1964 from a combination of meterological events resulting in the saturation and rapid melting of an abnormally heavy snowpack. Following is information from the Odel Lake weather station characteristic of the precipitation pattern for this storm. Between December 17 and December 20 the snowpack increased from 33 inches to 64 inches. Between December 21 and December 25 the temperatures increased and 16.7 inches of precipitation fell in the form of rain, saturating the heavy snowpack. During that same period the snowpack level dropped about 40 inches resulting in the high runoff. Statistically, the December flood had a return period of about 200 years.

The second highest flood of record occurred May 9, 1956 and had a return frequency of only 13 years. Further information is not available for this runoff.

Existing Crossing

During the December 1964 flood, runoff at the bridge was split between the main river channel and the easterly flood plain. A highwater elevation of 4,170.0 feet was estimated from information obtained from County personnel, indicating that the entire structure and roadway to the east were inundated. Approximately 300 feet of fill in the flood plain area were lost but the bridge sustained only minor damages in the form of light embankment erosion adjacent to the downstream wingwalls.

Subsequent reconstruction of the easterly embankment included raising the gradeline approximately two feet at the lowest point. This

has the effect of diverting more water to the structure but a serious backwater problem from the bridge construction is not anticipated because of the low flow velocities.

Backwater is a problem in this reach; however, it originates at the confluence of the Little Deschutes and Deschutes Rivers approximately 3/4 mile downstream. During low flows this backwater effect is most pronounced but diminishes with extreme highwater since peak flows on the two streams do not usually coincide. High flows on the Deschutes River usually occur during the peak irrigation season due to regulation from Ochoco Reservoir while high flows on the Little Deschutes are unregulated and usually occur during the peak snowmelt periods.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Hydrologic Engineer

SHM:mc

cc Victor D. Wolfe
W. J. Hart
F. L. Hall
Don Byard
R. H. Prange
J. F. Putnam

HYDRAULIC DATA

	Design Flood	Max. Flood yr (Dec. 1964)
Discharge–c.f.s.	1,450 cfs.	2,200 cfs
Frequency-yrs	25 years	200 years
H.W. Elevation Natural Channel	4167.3 feet	4170.0 feet
H.W. Elevation Channel Change		
Velocity – f.p.s.	2-3 fps	

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

LITTLE DESCHUTES RIVER (MONTGOMERY) BRIDGE

COMPILED BY	DATE
S. H. Macnab	November 9, 1972

FAS 793
hearing

Mr. Dave Hoerning
Deschutes County Public Works Director
1507 East First Street
Bend, Oregon 97701

October 19, 1972

Dear Dave,

Enclosed for your information and use at the public hearing for the Little Deschutes River (Montgomery) Bridge Section on South Century Drive, FAS 793, are two copies of the vicinity map, two copies of the locating engineer's narrative and a supply of the small hearing maps.

You will recall that I left hearing form letters, notices, and typical environmental statements in your office last July 9. Please send us a copy of the notice establishing the hearing date and additional materials will be sent to you for the actual conduct of the hearing.

If you have any questions or wish additional material please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

REP:ljt

Encl.

ENGR. COOR. CE I.E UE
UPE CE RE RPE

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:
7.94/5T

July 12, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: L. H. Young

Dear Mr. Baldwin:

This will acknowledge receipt of the Notice of Intent application to apply for federal-aid assistance for the following projects:

Left Hand Creek and Parish Creek Bridges
FAS-318
Wheeler County

Little Deschutes River (Montgomery) Bridge
Deschutes County

Blind Slough Bridge
FAS 757
Clatsop County

We have no comments on these projects.

NOTED
E. S. HUNTER

cc: July 13, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

Sincerely yours,

Edwin L. Arnold
Acting Chief, Portland Field Office

RECEIVED
JUL 13 1972
PROGRAMING SECTION

BEN GIFFORD

National Parks Centennial 1872-1972

RECEIVED
JUL 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1972
FOR FILE

Central Oregon Intergovernmental Council

DESCHUTES COUNTY COURTHOUSE
1164 Bond Street
Bend, Oregon
Telephone: (503) 382-4000

(83) 5

7945

copies to:
Edwards
Klabve
Schroeder
Hunter
Royer
J-12

July 10, 1972

CROOK
Prineville

DESCHUTES
Bend
Redmond
Sisters

JEFFERSON
Culver
Madras
Metolius

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Little Deschutes River
[Montgomery] Bridge
Deschutes County

Dear Mr. Baldwin:

As Regional Clearinghouse for State Administrative District 10, and in accordance with the provisions of OMB Circular A-95, the Central Oregon Intergovernmental Council has completed its review of the above captioned project.

The COIC, upon the recommendation of its Planning Staff, is pleased to add its approval for the undertaking of this project.

On behalf of the COIC, may I wish you success in the accomplishment of the project.

Sincerely,

G.W. McCann, Chairman
Central Oregon Intergovernmental Council

GWM/RCR
mec

cc: Bill Kramer, Federal Aid Coordination
R.L. Lammert, Dist. Highway Engineer

RECEIVED
JUL 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
GEORGE M. BALDWIN

Noted
Gary L. Ross

fas 793

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

June 20, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
☑ ENGR. ☐ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Little Deschutes River
(Montgomery) Bridge FAS-793
PNRS #7205 2 650

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

NOTED
R. D. [illegible]

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

CP:nm

Enclosure

cc: June 23, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.L. Lammert
J.F. Putnam

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JUN 22 1972
PROGRAMING SECTION

BEN GIFFORD
5/23

6-22-72

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Ben

Yours

cc Hall
Hart

COMMENTS AND SUGGESTIONS FOR
PROGRAM IMPROVEMENT

Highway Division
Little Deschutes River (Montgomery) Bridge
PNRS #7205 2 650
June 20, 1972

Oregon Game Commission

"Replacement of the bridge and realignment of the approaches is desirable. Coordination is necessary to minimize debris and siltation problems.

If a channel change is deemed necessary as part of the project, advance and on-project consultation is requested.

Bridge construction design must be such that boat traffic at all water levels would not be impeded or prevented."

Fish Commission of Oregon

"The proposed bridge project is above the reach of anadromous fish, thus no fish passage will be required for those species.

The site map indicates the new location to be upstream and in an area of reverse bends in the river from the existing site. We highly recommend the stream channel be maintained in its normal channel and not changed for the bridge alignment if at all economically feasible."

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May 23, 1972

Central Oregon Regional Council of Governments
Deschutes County Courthouse
Bend, Oregon 97701

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary

Little Deschutes River
(Montgomery) Bridge
Deschutes County

The estimated date of filing for federal-aid funds on this project is July 3, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Hoehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. H. Chase
R. L. Lammert
J. F. Putnam

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division	[45	46] DIVISION: Dept. of Transportation			[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	[60	76] ZIP: 97310	[80
04	12] CONTACT PERSON: L. H. Young	[45	46] AREA CODE: 503	[48	49] PHONE: 378	[55	56] EXTENSION: 6563	[59
01	12] PROJECT TITLE: Little Deschutes River (Montgomery) Bridge FAS-793 District 10					[71
11	12] PROJECT LOCATION CITY: South Century Drive	[45	46] PROJECT LOCATION COUNTY: Deschutes			[79
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Project involves preliminary engineering, acquisition of right-of-way.					[71
06	12] grading, paving, structure and incidental work required to replace the					[71
07	12] existing bridge on new alignment. The new bridge will be of reinforced					[71
08	12] concrete, 32 feet wide with sidewalk on downstream side. This is a					[71
09	12] Deschutes County project.					[71
10	12]					

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	48,000		32,000			80,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79
				[71
14	12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways			
15	12] FEDERAL AGENCY NAME: Dept. of Transportation	[45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?						(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
STATE		REGIONAL		LOCAL							
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH: 7	[42	43] DAY: 3	[44	45] YEAR: 72	[46

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 23, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 54
(c) State Senatorial District(s) Number(s) 27

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

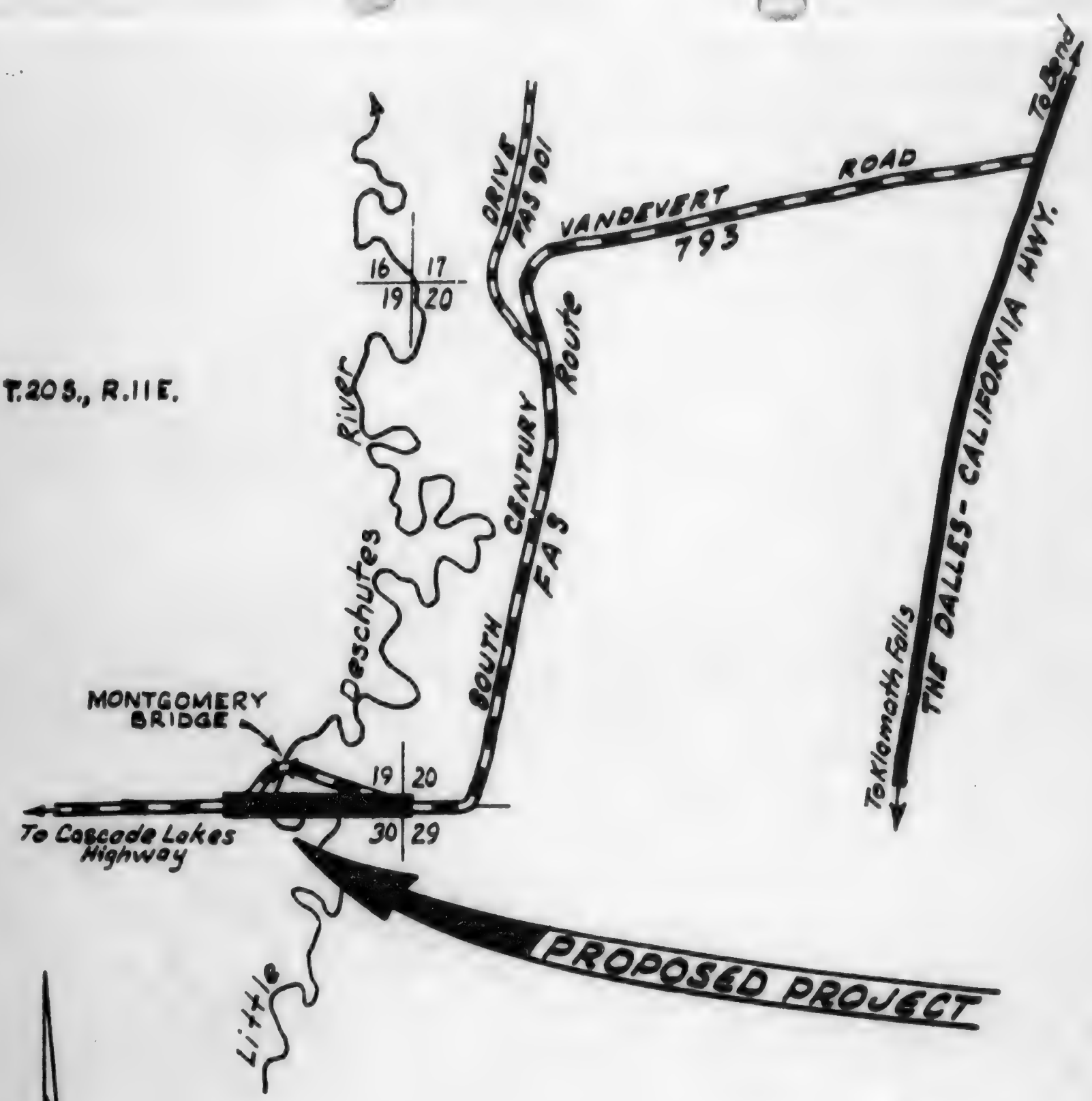
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS



LITTLE DESCHUTES RIV. (MONTGOMERY) BR.

SOUTH CENTURY DRIVE

Deschutes County

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May 23, 1972

Executive Department
Federal Aid Coordination Unit
320 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 10 — Little Deschutes River (Montgomery) Bridge
Federal Aid Secondary — Deschutes County

The estimated date of filing for federal-aid funds on this project is July 3, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
R. L. Lammert
J. F. Putnam

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May 23, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Little Deschutes River (Montgomery) Bridge
Deschutes County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

5-19-72

The Bulletin------5-17
Bend

Two area highway projects approved

Two highway projects in Central Oregon were approved yesterday by the Oregon State Highway Commission. One calls for an $80,000 bridge over the Little Deschutes River on Century Drive six miles south of Lava Butte and the other for a $100,000 rest stop on U.S. 97 north of Madras.

Built with reinforced concrete, the bridge will be on a new alignment with a 32-foot roadway. A sidewalk is planned on the downstream side. The existing bridge will be used as a detour, then removed by the contractor. The state will pick up $16,000 of the cost and the federal government will fund the rest of the project.

Oregon's newest highway rest area, to be named Cow Canyon, will be built 20 miles north of Madras on U.S. 97. Development of the area is planned in two stages. The first will include exploration and drilling for water. The second stage, acquiring additional property, will begin if drilling is successful.

Daily Journal of Commerce, Portland---- 5-19

Highwaymen approve 10 future projects

SALEM — The Oregon State Highway Commission has approved a list of 10 future road and or land development projects, in whole or in part, but not all projects approved have been funded.

Largest project for which funding has been allocated is construction of the Park Street-Pacific Highway section of Green Springs Highway in the City of Ashland. This project is scheduled for contract at a July 27 bid opening. Estimated cost is $1.5 million.

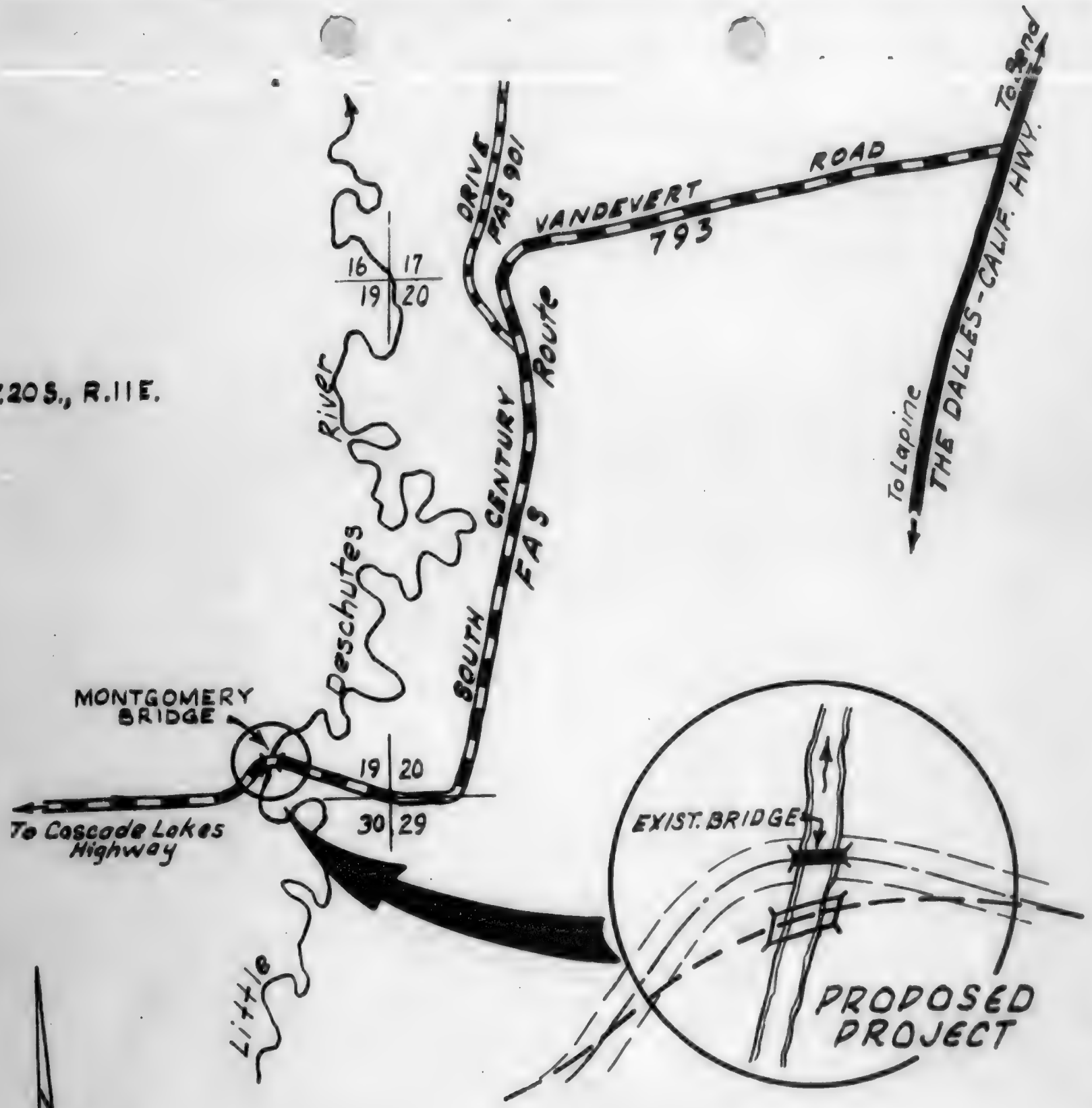
Other projects approved are as follow: A project that will provide a new structure on the Sanderson Bridge Section of the Albany-Lyons Highway; and construction of a projected safety rest area to be known as Cow Canyon on The Dalles-California Highway (US97) at an estimated cost of over $100,000.

Three Fderal-aid secondary projects, one in Deschutes County and two in Wheeler County, at an estimated cost of $140,000, of which $28,000 will be the cost of the State, were approved. All three projects involve the construction of bridges.

Also approved were three county emergency repair projects, one each in Benton, Clatsop, and Lincoln Counties, with the total cost estimated at $110,000. All projects involve facilities damaged by the storms in January.

The commission also agreed to permit the Highway Division to assist Clackamas County in the restoration of certain county roads which sustained flood damage during the recent winter storms; and approved an agreement with Lane County pertaining to the acquisition, operation, and development of Mount Pisgah State-County Park. The State agrees to purchase up to 3,500 acres of land for park purposes and then will lease the land to the County for 99 years for scenic or recreation purposes.

Josephine County will be allowed to enlarge a parking area which serves the boat-laundhing ramp near Robertson Bridge, which is in a scenic waterways area, the commission decided. Another approval was given to adding a connection lying between The Dalles-California Highway and the Antelope Secondary Highway to make it a segment of the Antelope Highway some 0.84-mile in length. Finally, the highwaymen approved three railroad agreements relative to the Emigrant-Frazer couplet in Pendleton, the Corvallis-Newport Highway in Philomath, and the Green Springs Highway in Ashland.



LITTLE DESCHUTES RIV. (MONTGOMERY) BR.

SOUTH CENTURY DRIVE

Deschutes County

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May 9, 1972

TO Oregon State Highway Commission

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
V. E. Skoog
L. H. Young
H. S. Cox
J. F. Putnam
Gary Ross
Gary Sund

FROM Tom Edwards
State Highway Engineer

SUBJECT **Federal Aid Secondary Projects**
Deschutes and Wheeler Counties

The attached tabulations describe three proposed Federal Aid Secondary projects, one in Deschutes County and the other two in Wheeler County.

The proposed project in Deschutes County is for a bridge over the Little Deschutes River on Century Drive Road, FAS 793. The estimated cost of this project is approximately $80,000, of which $16,000 will be the cost to the State.

The two proposed projects in Wheeler County are both for bridges, one over Left Hand Creek and the other over Parrish Creek. These structures are on the Spray-Waterman Road, FAS 318. The estimated combined cost of these two structures is approximately $60,000, of which $12,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost of these projects is approximately $140,000, of which $28,000 will be the cost to the State.

These projects will be on the agenda for the May 16 meeting and I recommend your approval.

Attachments

HR:ljt :ms ja

~~PROPOSED FISCAL YEARS 1971 & 1972 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
DESCHUTES	793	Little Deschutes River (Montgomery) Bridge.	80,000	16,000
WHEELER	318	Left Hand Creek (Spray-Waterman Road) Bridge.	22,000	4,400
WHEELER	318	Parrish Creek (Spray-Waterman Road) Bridge.	38,000	7,600
		TOTAL	$140,000	$28,000

Copy in minutes

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	5,102,000	5,090,000	10,192,000
Approved Projects (corrected to date)	5,102,000	3,224,000	8,326,000
Unprogrammed Balance	---	1,866,000	1,866,000
Projects Proposed: 5/16/72	---	140,000	140,000
Unprogrammed Balance	---	1,726,000	1,726,000

DESCHUTES COUNTY
Proposed Project (1972 Funds)

FAS 793: Little Deschutes River (Montgomery) Bridge. Structure, approx. $80,000.

Construct a reinforcedconcrete bridge on new alignment with 32-foot roadway. Sidewalk on downstream side. Existing bridge will be used as detour. Contractor to install guardrail, place any necessary riprap, remove and dispose of the existing structure. Additional right-of-way required.

State to make survey and plans.

County signing project outside immediate work area. County to make up description and acquire additional right-of-way. Striping is County responsibility.

Hearing is necessary.

72-d
4/27/72

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County DESCHUTES FAS No. 793 Date 3-2-72
County Road Name SOUTH CENTURY DRIVE
Section Name MONTGOMERY RANCH BRIDGE
Type of Project BRIDGE
Location of Project (Attach sketch map) _____
ADT _____ Design Speed _____

Is this request for county bridge design only? Yes_____ No_____
County FAS bridge design? Yes ✓ No_____

I. ROAD PROJECT DATA

1. Traveled Surface: Type _____ Width _____

2. Shoulders: Type _____ Width _____

3. Grading & Drainage:
By County_____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract_____
Has base design been given to County? Yes_____ No_____
Will it be furnished? Yes_____ No_____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract_____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract_____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract_____

8. Clearing:
By County _____ County Date of Completion _____ By Contract_____

9. Curbs:
Curbs Required? Yes_____ No_____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)_____
Width between curbs_____

10. Are pedestrian walkways necessary? Yes_____ No_____

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be maintained by County? Yes_____No_____

26. Will detour be maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream LITTLE DESCHUTES RIVER
2. Name of bridge MONTGOMERY RANCH BRIDGE
3. Dimensions of existing bridge. Length 70' Roadway Width 28'
4. Type of design and material used in existing bridge. TIMBER & BENT PILING
5. Location (please attach map with location marked): SE¼
   Section 19 Township 20 S Range 10 E W.M.
6. Desired width of bridge 32'
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes ✓ No ___
   Upstream ___ Downstream ✓ Width 5'
   Phone Charlie Plummer
8. Does County wish a particular type of bridge design? Yes ✓ No ___
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) PRESTRESSED REINFORCED CONCRETE WITH PILING & BULKHEADS & WING WALLS
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes ___ No ✓
   Explain _____
10. Foundation Testing: By County? Yes ___ No ___
    By State? Yes ✓ No ___
11. Will County close road during construction? Yes ___ No ✓
12. Can presently established road be used as detour? Yes ✓ No ___

13. Must a new detour be constructed? Yes_____ No ✓

14. Will detour be maintained by County? Yes_____ No_____

15. Will detour be maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes ✓ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Approaches or Connections by County Yes ✓ No_____
by Contractor Yes_____ No_____
Traveled surface: Type O-9 Width 24'
Shoulder surface: Type CINDERS Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ✓ No ✓

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes ✓ No_____
By County _____ Contractor ✓
Right side only? Yes_____ No_____
Both sides? Yes ✓ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes ✓ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes ✓ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes✓ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No✓ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No✓ Size_____
Company_____
c. Storm sewer: Yes_____ No✓ Size_____
Company_____
d. Gas mains: Yes_____ No✓ Size_____
Company_____
e. Power lines: Yes_____ No✓ Size_____
Company_____
f. Telephone lines: Yes_____ No✓ Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No✓

25. Does County wish lightpost bases and conduit installed?
Yes_____ No✓

26. Does County wish complete job of illumination in project?
Yes_____ No✓

27. Is project contingent upon other factors? Yes✓ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: TIME IS OF THE ESSENCE DUE TO THE VOLUME OF TIMBER TO BE HAULED OVER THIS ROUTE.

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ✓ No_____
   By County? Yes_____ No_____
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ✓ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes ✓ No_____
   By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum_____

2. Is any additional right-of-way needed? Yes ✓ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed ✓

4. Should State prepare options? Yes_____ No ✓

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No ✓

6. Should material source site be included in right-of-way descriptions? Yes_____ No ✓

7. Is there any merchantable timber on right-of-way? Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes ✓ No_____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No ✓
If yes, give type and name of utility company:_____
_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No ✓
If yes, give type and name of utility company:_____
_____

13. Are utilities on existing right-of-way by permit ✓ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No ✓
If yes, give name of irrigation company or district_____
_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No✓_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No✓_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry _____ Cinders ✓

2. Owner: County _____ State _____ Private _____ Other ✓

3. Location: ABBOTT BUTTE Section 3&10 Township 20 Range 11 W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ _____

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
~~County Judge~~ or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

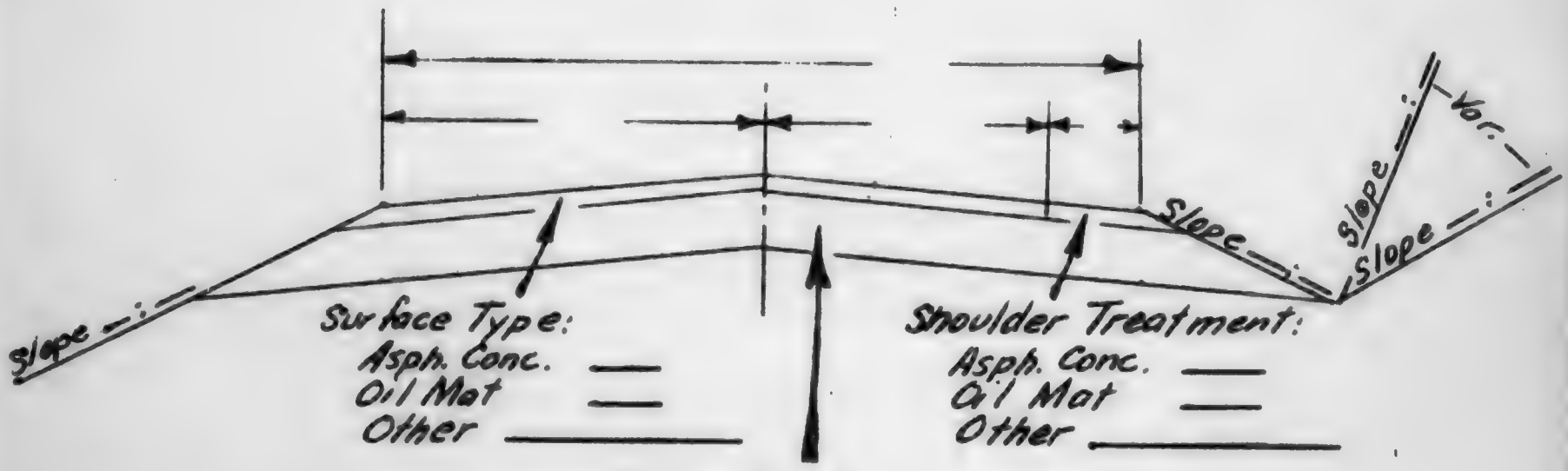
County Deschutes

Date 4-5-72

_____
O.S.H.D. Field Engineer

Date _____

TYPICAL SECTION



Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

NARRATIVE REPORT

Little Deschutes River (Montgomery) Bridge
FAS 793
Deschutes County

This was a location survey to prepare plans, specifications, and cost estimate for construction of a reinforced concrete bridge on a new alignment over the Little Deschutes River.

The new structure is to have a 32 foot roadway with a 5 foot sidewalk on the downstream side. Deschutes County has requested that this structure be designed using prestressed concrete slabs and with reinforced concrete abutments and wingwalls. The cost estimate for this structure was made on a tentative design using two 50 foot precast slab spans, concrete end abutments and wingwalls, on piling, and an intermediate bent of 16" reinforced concrete piles with reinforced concrete cap.

The existing bridge will be used for a detour during construction. On the basis of preliminary right-of-way negotiations made to date, Deschutes County has requested that the existing structure be left in place. The landowner adjacent to the bridge on the north will give the required right-of-way in exchange for the old bridge as a private crossing.

Deschutes County has also requested that the contract call for the furnishing only of guard rail for the approaches; the County will install the guardrail in conjuction with their grading and paving operations. The County also requested that rip rap at the bridge ends be included in the contract.

A Pacific Northwest Bell conduit is attached to the downstream side of the existing bridge. A utility hole large enough to take a 4" standard steel pipe for Pacific Northwest Bell cable should be provided in the left exterior slabs.

Deschutes County will construct approach fills prior to the letting of the contract.

Deschutes County will do the following work:

1. Acquire right-of-way.
2. Move and adjust utilities.
3. Sign and maintain detours.
4. Grade and pave approaches, including wearing surface on structure.
5. Install guardrail on approaches.
6. Obliterate old roadway.
7. Striping.
8. Permanent signing, if any.

The County originally requested an east-west tangent alignment approximately 40 feet north of the common section line between sections 19 and 30. This alignment required the construction of 500 feet + of channel change, which would have eliminated approximately 1700 feet of original streambed. After the location work was completed on this alignment, the County requested a new alignment because of the environmental problems involved in the original alignment. This nearly doubled the location work, and contributed to the overrun of the original engineering authorization.

N. D. Krehbiel
Res. Br. Engr.

7946 Pine St. at 3rd St. (Rogue River) Sec. of FAS 15-100 (Traffic signals) 1973

C&A 4817

10<8<73

fas 15-100
Jackson Co

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

March 5, 1976

Mr. Don Harwell
City-County Engineer
State Capitol Buildings
Salem, Oregon 97310

Re: Our Letter Dated February 9, 1976 and
Highway Division Invoice No. 117740
(Copies enclosed)

Contract 7946
S-15-100(3)

Dear Mr. Harwell:

We have not received a response to our letter of February 9, 1976 wherein we inquired as to the disposition of Highway Division Invoice No. 117740.

There is no apparent County record of having received the amount of $490.37.

Understanding that this is not your responsibility, we would appreciate it if you would look into this matter for us and let us know what the State's records indicate.

Thank you.

Yours very truly

Robert W. Hale
Controller

RWH/pb

Enclosures

Manner per Randle #

RECEIVED
COUNTY & CITY SECTION
MAR 11 1976
☐ ENGR. ☐ CONST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Money sent to County 3/9/76
Per Hacek.
3/11/76

February 9, 1976

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Highway Division
Invoice No. 117740

Gentlemen:

Attached is a copy of subject invoice indicating the amount of $490.37 to be refunded to County. The records of this department indicate that this refund has not been received. We will appreciate your looking into the matter and advising this office of your findings.

Yours very truly,

Robert W. Hale

Robert W. Hale
Controller

RWH/pb

Enclosure

Copy: R. J. Carstensen
Director
Jackson County Public Works

FAS 15-100, Jackson

OREGON STATE HIGHWAY DIVISION

FORM A-190 (REV 1-73)

HIGHWAY DIVISION INVOICE

NO. 117740

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-18-75	CC 1520		515-1057-297

CODE: JACKSCO

Jackson County
Board of Commissioners
Courthouse
Medford, OR 97501
ATTN: Mr. R. Carstensen, Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Pine Street at 3rd Street (Rogue River) Section Traffic Control Signals FAS 15-100 Covered by agreement dated 12/12/72			
County advance deposit		1,700.00	
Amount previously transferred		1,200.00	500.00
County share of construction costs		1,209.63	
Amount previously transferred		1,200.00	9.63
To be refunded to county			$490.37

RECEIVED
COUNTY & CITY SECTION
AUG 19 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ RE ☐ UE
☑ UPE ☒ DE ☒ RE ☐ RPE ☐

FAS 15-100
Jackson 6

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*61004-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jackson County
Board of Commissioners
Courthouse
Medford, Oregon 97501

Attention of Mr. Robert Carstensen, Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1520

Date August 4, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Pine Street at 3rd Street (Rogue River) Section
Traffic Control Signals
FAS 15-100

Covered by agreement dated 12/12/72

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County advance deposit	$1,700.00	
		Amount previously transferred	1,200.00	
				$500.00
		County share of construction costs	$1,209.63	
		Amount previously transferred	1,200.00	
				9.63
		To be refunded to county		$490.37

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,700.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $1,200.00

Give the number of the last previous request in connection with this same service. CC 1377

Credit distribution:

515-1057-297

Submitted by:

Robert H. Prange, Rural Engineer

Approved:

Regional Engineer

Approved: ☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE ☒ UPE ☒ CE ☒ RE ☒ RPE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

#7946 1-20-75 STATE COPY

cc: Wash DC (HHO-32)
OSHD (H S Coulter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-15-100(3)	Jackson	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for installation of traffic signals at the intersection of Pine St. and 3rd in the city of Rogue River.

COPY SENT

RECEIVED
JAN 22 1975
Office of
Assistant State Highway Engineer

1-22-75 cy Const.

JAN 21 1975
STATE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Electric, Inc.	$6,773.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

JAN 21 1975

SIGNATURE *(SHD Official)* _____ Washington

TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)

H.S. NOTED COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
T. P. Lowe	1-7-75

12. IN COMPANY WITH

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE G. K. Hossner	
14. TITLE	15. DATE 1/15	17. TITLE District Engineer	18. DATE 1-20-75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7946

OREGON STATE HIGHWAY DIVISION

June 11, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Re: Treasurer's Receipt #778
(Bond 4645) in the amount
of $1,000.00, Contract 7946
Hamilton Electric, Inc.

Attention: Merle Crowe, Cashier

State Highway Contract #7946, has been finaled and this bond is no longer required in lieu of retainage on this contract.

Hamilton Electric, Inc., in a letter dated April 29, 1974, requested that this bond #4645 ($1,000.00) now be transferred and used in lieu of retainage on their new contract #7983.

Vernon E. Skoog
Fiscal Officer, OREDOT

By

R. J. Hacek
Accounting Systems Officer

CRP:pl

cc: Hamilton Electric, Inc.

bc: C. W. Head
John Bond
V. Gallagher
Charles Barrett

NOTED
C. W. HEAD

7946 STATE COPY

WASH DC (HHO-32)
OSHD (Coulter) 6-5-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

Initial &

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Jackson	Oregon

IN COMPANY WITH

Keith L. Martin, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6/5/74	T. P. Lowe, Area Engineer (Original Signed by T. P. LOWE) Alan Masuda, Hwy Engineer Trainee	S-15-100(3)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	154/180 = 86 %	100 %

COPY SENT TO Washington

JUN 19 1974

PINE STREET AT 3RD STREET (ROGUE RIVER)
Traffic Signals

1. Scope of Inspection

This inspection consisted of driving through the completed project and discussing it with the Resident Engineer.

2. Description of Project

This project consisted of signalizing a crosswalk near a school.

3. Findings and Recommendations

This project was completed on March 24, 1974 and accepted by Jackson County and the City of Rogue River on May 2, 1974 (letters of acceptance attached to Division office copy of this report). During the inspection the signals were operating satisfactorily.

The project was completed and found to be in compliance with the approved plans and specifications. Acceptance of this project is recommended.

Approved
JUN 20 1974
Office of
Assistant State Highway Engineer

6.20.74
cy Coult.

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

1946

June 3, 1974

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7946 awarded to Hamilton Electric, Inc., for a traffic signal on Pine Street at Third Street in Rogue River in Jackson County was completed on March 26, 1974, and accepted by the Administrator and State Highway Engineer on May 31, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 5, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed
CONTRACT SERVICES

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Shoeg Attn: Dick Hauck
Alfred Shirley

Salem
May 20, 1974

Mr. Glen L. Clark
Regional Traffic Engineer
Roseburg

Traffic Signal Agreement
Pine Street at 3rd
FAS 15-100
City of Rogue River
Jackson County

FROM: H. S. Cox
County-City Engineer

Maintenance of the traffic signal is a responsibility of Jackson County as per agreement paragraph f, page 4, under THINGS TO BE DONE BY COUNTY.

City maintenance of this signal would only become effective when and if Pine Street became a city street. Please refer to paragraph 2, page 4, under THINGS TO BE DONE BY CITY: "City does hereby agree to the following provisions which apply only to that portion of the project which is now, or when it falls within the jurisdiction and control of the City of Rogue River."

[redacted]
cc: L. W. Rulien
cc: L. E. George
George Thornton
Robert Judson

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE May 17, 1974

TO L. W. Rulien, Project Management Section
ATTENTION: H. S. Cox

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Traffic Signal Agreement
Pine Street at 3rd Street
City of Rogue River
FAS 15-100
Jackson County

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

This office was asked to determine who had the maintenance responsibility of the completed subject project. Our State forces had accomplished some minor maintenance and inquired as to whom to bill.

The Agreement states in "Things to be Done by County", in Paragragh f, that the County is responsible for maintenance (Page 4). However, in "Things to be Done by City", Paragraph g, the City is responsible (Page 5).

Would you review your notes regarding the negotiations and clarify this point for this office. The Agreement probably should be amended to reflect the proper responsibility.

GLC/dt

cc: L. E. George
George Thornton
Robert Judson

RECEIVED
MAY 16 1974
PROJECT MANAGEMENT SECTION

d. County shall obtain State's concurrence and/or approval of any new utility installations within the rights of way of the project.

e. Upon completion of the project County shall not permit any encroachments upon that portion of the project right of way which will cause more than a temporary obstruction to the free and convenient flow of traffic over the project; County shall prohibit the parking of vehicles along the project; and County shall not impose any unreasonable limitations of speed within the limits of the project, nor impose any regulations of traffic which shall unduly hinder the flow of traffic upon the project by granting preference to traffic entering from other intersecting roads or streets.

f. Upon completion of the project, County shall thereafter at its own cost and expense maintain the project in a manner satisfactory to the State and/or the Federal Highway Administration.

g. County shall bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work of the project.

h. County shall at its sole cost pay all damages, costs or judgments arising out of any claims or causes of action under ORS 105.755 for damages resulting from any change of grade occasioned by the project; and County shall save and hold harmless the State, the Oregon Transportation Commission, the members thereof, its officers, employees, agents, and contractors from any and all such claims or causes of action.

THINGS TO BE DONE BY CITY:

1. City hereby approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY STATE, THINGS TO BE DONE BY COUNTY, and all other provisions of this agreement.

2. City does hereby agree to the following provisions which apply only to that portion of the project which is now, or when it falls within the jurisdiction and control of the City of Rogue River:

a. City shall at its sole cost do everything necessary to acquire any real property necessary for right of way purposes or material sources in connection with the project and shall certify to State 5 weeks prior to bid opening that all rights of way have been acquired or listing exceptions thereto.

b. City shall at its sole cost relocate or reconstruct, or cause to be relocated or reconstructed, all privately or publicly owned utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature where such relocation or reconstruction is made necessary by the plans of the project in order to conform said utility or other facilities with said plans and the ultimate requirements of the project.

c. City shall certify to State five weeks prior to bid opening that the occupancy and/or adjustment of existing utilities within the right of way of the project have been authorized by permit, franchise, or other approved procedures.

d. City shall obtain State's concurrence and/or approval of any new utility installations within the rights of way of the project.

e. Upon completion of the project, City shall not permit any encroachments upon that portion of the project right of way which will cause more than a temporary obstruction to the free and convenient flow of traffic over the project; and City shall not impose any unreasonable limitations of speed within the limits of the project, nor impose any regulations of traffic which shall unduly hinder the flow of traffic upon the project by granting preference to traffic entering from other intersecting roads or streets.

f. City shall, upon completion of said project, enact and enforce or keep in effect and enforce, an ordinance or resolution, as the case may be, prohibiting parking on this project. Any alterations in regard to traffic control measures shall have concurrence of the State.

See PP2 Page 4.

g. Upon completion of the project, City shall thereafter at its own cost and expense, maintain the project in a manner satisfactory to the State and/or the Federal Highway Administration.

h. City shall bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the project.

i. City shall at its sole cost pay all damages, cost or adjustments arising out of any claims or causes of action under ORS 105.760 for damages resulting from any change of grade occasioned by the project; and City shall save and hold harmless the State, the Oregon Transportation Commission, the members thereof, its officers, employees, agents, and contractors from any and all such claims or causes of action.

j. City shall pass an ordinance or resolution, as the case may be, authorizing its City Officials to enter into this agreement and the same shall be made a part hereof and attached hereto.

GENERAL PROVISIONS:

1. It is expressly understood that State and County shall contribute to the actual total cost of the project as follows: State and County shall each contribute 50 per cent of the difference between the actual total cost of the project, providing said cost does not exceed the FAS Fund, and the amount contributed toward the cost of the project by the Federal Government. If, however, the FAS Fund is less than the actual total

7946

8

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pine St. at 3rd St. (Rogue River) LAST REPORT		WEEK ENDING: May 11, 1974
		SECTION PREFIX: 515-1057
HIGHWAY: FAS 15-100		COUNTY: Jackson
NAME OF JOB: Pine Street at 3rd Street	KIND OF WORK: Traffic signal installation	
CONTRACTOR: Hamilton Electric	CONTRACT NUMBER: 7946	FEDERAL AID PROJECT NUMBER: S-15-100(3)
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: February 13, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 158
PROJECT AUTHORIZATION: $8,671.09	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 88
EXCLUSIVE OF ENGINEERING: $7,913.79	ENGINEERING AUTHORIZATION: $757.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $7,549.85	ENGINEERING COST TO DATE: $668.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.77
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 4.6 %	PERCENT OF AUTHORIZATION 88.2 %	DATE PROJECT WAS COMPLETED: March 26, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Clear			
MONDAY 6	Clear			
TUESDAY 7	Clear			
WEDNESDAY 8	Clear			
THURSDAY 9	Ptly. cldy.			
FRIDAY 10	Ptly. cldy.			
SATURDAY 11				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity all week
MONDAY 6	
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

Status: Semi - final submitted May 8, 1974.

THIS IS THE FINAL REPORT TO BE SUBMITTED FOR THIS PROJECT.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7946

OREGON STATE HIGHWAY DIVISION

January 30, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasurery Department
103 State Capitol Building
SALEM, OR 97310

Re: Treasurer's Receipts #652,778,777
totaling $ 5,000.00 - Contract 7861
Hamilton Electric, Inc.

Attention: Merle Crowe, Cashier

Gentlemen:

Contract 7861 to which the above receipts apply has been completed. This releases these TCD for use in lieu of retainage on active contracts as follows:

Treasurer's Receipt #	Bond Number	Amount	Contract Number
652	4795	$3,000.00	7899
777	M6286	1,000.00	7870
778	4645	1,000.00	7946

The total amount on deposit remains the same.

Very truly yours,

V. E. Skoog, Fiscal Officer
OREDOT

By

R. J. Hacek
Accounting Systems Officer

CRP:pl

cc: Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

bc: C.W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1946

5

November 19, 1973

#26

Hon. Clay Myers
Secretary of State
State Capitol
Salem, Oregon 97310

Attn: Ione Hanson

Dear Mr. Myers:

Please publish in the December 1, 1973, issue of your Administrative Rule Bulletin the attached certified copy of the notice regarding installation of a traffic signal on Pine Street and 3rd Street in Rogue River.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn;ser

CC F. B. Klaboe
A. E. Johnson
Walt Barrie
L. E. George
Gary Sund

I, C. W. Head, Manager, Administrative Services, Highway Division, do hereby certify the following concerning this rule:

Install signalization on Pine Street and 3rd Street (Rogue River Section) East Evans Road on FAS 15-100 in Jackson County.

1) That a notice was published in the Administrative Rule Bulletin on September 15, 1973, advising that anyone wishing to request a hearing should make such a request to F. B. Klaboe, Administrator and and State Highway Engineer on or before October 5, 1973.

2) That as of October 5, 1973, no requests for a hearing had been received.

3) That the Transportation Commission on October 24, 1973, adopted the rule as a permanent rule.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

7946

STATE COPY

Form Approved, O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-31	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.	10-23-73	COUNTY
3		Jackson
		PROJECT NO.
		S-15-100(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Pine St. at 3rd St. (Rogue River)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-5-73	0.0
OTHER *(Specify)*		

FUNDS **Pro rata 78.15%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,671	$ 6,776

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Harry W. Carnes
(Division Engineer)
a/ G. L. Green

Date executed by Division Engineer OCT 23 1973

FORM PR-2 (REV. 2-71) PAGE 1 (more) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. S-15-100(3)

PINE STREET AT 3RD STREET (ROGUE RIVER) SECTION

FAS COUNTY ROAD IN JACKSON COUNTY

Salem, Oregon, October 11, 1973

Project Agreement Estimate.

Type Code Y031
Traffic Signal (Pine St. at 3rd St.)

Temporary Protection and Direction of Traffic	All Required	$ 255.00
Traffic Signal Installation, Complete	All Required	6,518.00
		$ 6,773.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 100.00
Permanent Signing	All Required	200.00
Controller Testing	All Required	500.00
		$ 800.00
	Subtotal	$ 7,573.00
	Engineering	1,098.00
	Total	$ 8,671.00

Length of Project - - - - - - - - - -	0.00 mile
Federal Funds - - - - - - - - - - - -	$6,776.00
State Funds - - - - - - - - - - - - -	947.00
County Funds- - - - - - - - - - - - -	948.00
Total cost	$8,671.00

Group 1 100%
Contract No. 7946
Prefix: 515-1057

7946

October 22, 1973

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7946 for traffic signal installation on Pine Street at Third Street in Eugene River on FAS 15-100 in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure
cc Great American Insurance Company
Pacific N W Regional Office
2800 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Keith Martin

PHONE 378-6514

October 16, 1973

Mr. Robert Carstensen
Jackson County Director of
Public Works
Courthouse
Medford, Oregon 97501

Re: Traffic Signals
Pine Street @ 3rd Street
(Rogue River) Section
FAS 15-100
Jackson County

Dear Mr. Carstensen:

One copy each of the plans and contract (#7946) for this project is enclosed for your use and reference.

This is also to acknowledge the County's check in the amount of $1,700 as the advance deposit for this project.

If additional copies of the contract and plans are needed please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

cc: Rogue River City Recorder, w/att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

7946

bc: C. T. Keasey
H. Young Attn: Vince Gallagher
Walt Hart
Alfred Shirley
Keith Martin
Wm. Geibel (SAIF)

October 9, 1973

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

The Transportation Commission on October 8, 1973, accepted your proposal for traffic signals on Pine Street at Third Street in Rogue River in Jackson County for the sum of $6,773 and referred it to the Administrator of Highways with authority to award the contract as soon as Jackson County approves the project and deposits $1,700.

Later that same day those conditions were fulfilled and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7946.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 20, 1973.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

By
R. M. Graham, Assistant Manager

fkn
Att.

cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland

SALEM, OREGON
October 8, 1973

Traffic Signal
Pine Street @ 3rd Street (Rogue River)
FAS 15-100
Jackson County

Mr. V. E. Skoog
Fiscal Officer
Finance Section
B U I L D I N G

Attn: Mr. John Herr

Herewith is Jackson County's warrant ($4186) in the amount of $1,700. This is the correct amount for the advance deposit for this project and it is now clear for award.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

cc: L. H. Young
L. E. George

cc Reynoldson

ENGR. ASST. DE AE UE
UPE CE RE RPE

REMITTANCE ADVICE • DETACH BEFORE DEPOSITING • Jackson County, Oregon • Medford, Oregon

DATE	INVOICE NO.	ACCOUNT NO.	NET INVOICE AMOUNT	VOUCHER TOTAL	MEMO
JACKSON COUNTY		000 000	170000	00 170000	

RECEIVED
OCT 8 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

(# 00418)

15-100

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1973
☐ ENGR. ☑ COST ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 8, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Linda Thomas
~~Mr. Vernon E. Skoog~~
~~Controller~~

Dear Sir:

Attached we hand you, for deposit in the State Highway Fund, warrants, checks, drafts, cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
Jackson County		4186	$1,700.00	Advance Deposit

Receipt of the above is acknowledged.

Signed Linda

Dated 10-8-73

Very truly yours,
ADMINISTRATIVE SERVICES

By R M Graham
Assistant Manager

7946

October 8, 1973

Board of County Commissioners
Jackson County
Courthouse
Medford, Oregon 97501

Attention: Harry Chipman
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4817

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Jackson County, City of Rogue River, and the Oregon Transportation Commission concerning traffic control signals on Pine Street at 3rd Street in Rogue River.

A fully executed copy of this agreement is being sent to the City of Rogue River and we are retaining the same for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

By
R. M. Graham, Assistant Manager

fkm
Att.

cc H. S. Cox (agree. att.)

October 8, 1973

City of Rogue River
City Hall
Rogue River, Oregon 97537

Attention: Norma Pilcher
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Jackson County, City of Rogue River and the Oregon Transportation Commission concerning traffic control signals on Pine Street at 3rd Street in Rogue River.

A fully executed copy of this agreement is being sent to Jackson County and we are retaining the same for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

By
R. M. Graham, Assistant Manager

fkm
Att.

cc M. S. Cox

79416

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 5, 1973

TO MEMORANDUM TO THE FILE

FROM L. H. Young
L. H. Young
Office Engineer

SUBJECT Pine Street at 3rd Street (Rogue River) Section
Oregon Project No. S-15-100(3)

On September 27, 1973, Hamilton Electric, Inc. of Eugene, submitted the low bid of $6,773.00, which is $1,023.00 or 17.7% above the Engineer's estimate of $5,750.00. Three other bids were received in the amounts of $6,900.00, $7,041.00 and $7,950.00.

We feel it is in the public interest to award the contract to the low bidder at this time even though the low bid is 17.7% above the Engineer's estimate because the following conditions exist. The administrative cost to readvertise could be more than we would save if we did get a lesser bid after readvertising. There would be at least a 60 day delay in the award if new bids were called for, and the people of Rogue River are anxious to have this signal installed because of the safety and convenience it will bring to the traveling public. The Jackson County Public Works Director has been contacted and it is his decision that we should award to the low bidder, and the County is sending their advanced deposit for their share of the cost.

DAR:js

cc: G. L. Green
E. S. Hunter
L. E. George
H. S. Cox
R. N. Chase

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1973

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attn: Mr. Robert Carstensen
Director of Public Works

Gentlemen:

On September 27, 1973, the lowest of the four bidders for the traffic signal on Pine Street at 3rd Street (Rogue River) Section was Hamilton Electric, Inc. of Eugene, Oregon 97401, which bid is approximately 18% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required from the County prior to awarding the contract:

Bid Items	$6,773.00
Flagging	100.00
Permanent Signing	200.00
Controller Testing	500.00
Engineering	757.30
4½% Contingencies	340.79
Estimated Total Cost	$8,671.09

County Advance Deposit:

20% of $8,671.09 = $1,734.22, or say $1,700.

Please make this advance deposit in the amount of $1,700 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

RECEIVED
OCT 2 1973
JACKSON COUNTY
BOARD OF COMMISSIONERS
REF. NO.

RECEIVED
OCT - 1973
Highway
ADMINISTRATIVE SERVICES

HR:ljt

cc: City of Rogue River

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON ELECTRIC INC EUGENE 97401	6,773.00
02	SIMS ELECTRIC OF MEDFORD, INC MEDFORD 97501	6,900.00
03	L K COMSTOCK & COMPANY INC ALBANY 97321	7,041.00
04	STEECK ELECTRIC CO MEDFORD 97501	7,950.00

17.7% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount	$	6,773.00
Additional anticipated items:		
FLAGGING (STATE SHARE)		100.00
PERMANENT SIGNING		200.00
CONTROLLER TESTING		500.00
Subtotal	$	7,573.00
4 1/2% Contingencies and engineering		340.79
10%		757.30
Subtotal	$	8,671.09
Credit for maintenance rock		.00
Net construction authorization	$	8,671.09

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

Form E 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 05

Summary of Bids Received and Construction Authorization

Project PINE STREET AT 3RD STREET (ROGUE RIVER) SECTION — F.A. Project No. S 100003

Highway FAS 15-100 — Engineer's Estimate 5,750.00

County JACKSON — Date Bids Received 09/27/73

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON ELECTRIC INC EUGENE 97401	6,773.00
02	SIMS ELECTRIC OF MEDFORD, INC MEDFORD 97501	6,900.00
03	L K COMSTOCK & COMPANY INC ALBANY 97321	7,041.00
04	STEECK ELECTRIC CO MEDFORD 97501	7,950.00

17.7% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 6,773.00

Additional anticipated items:

FLAGGING (STATE SHARE)	100.00
PERMANENT SIGNING	200.00
CONTROLLER TESTING	500.00

Subtotal . . . . . $ 7,573.00

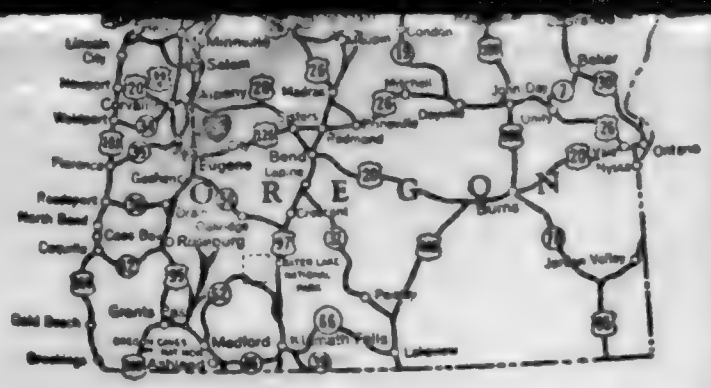
ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

PINE ST. AT 3rd ST. (ROGUE RIVER) SEC.

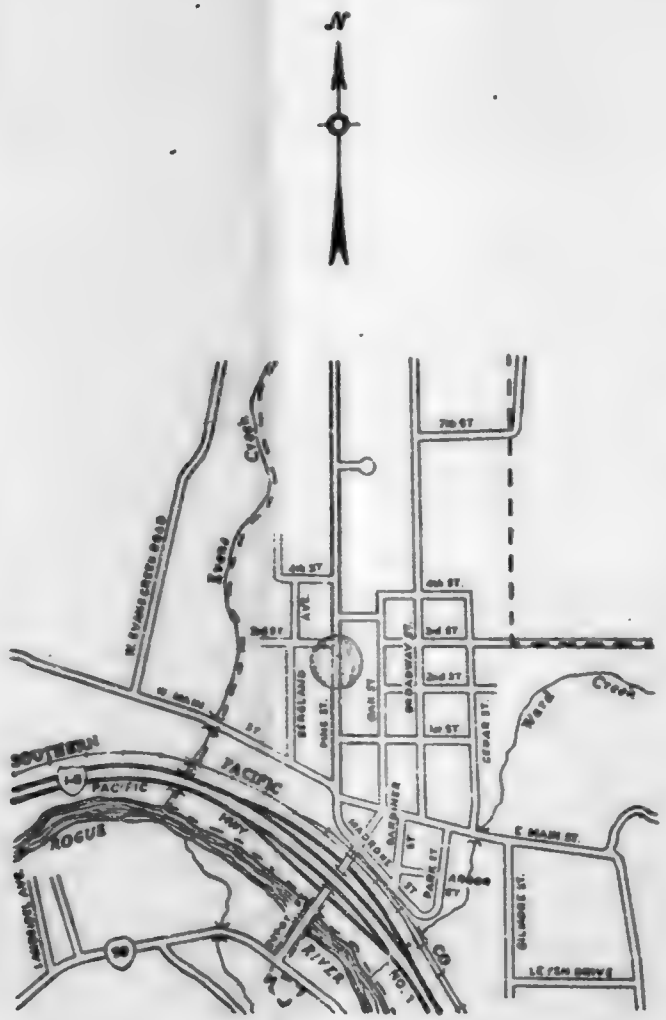
FAS 15-100

JACKSON COUNTY - AUGUST, 1973



PRELIMINARY COPY

SUBJECT TO CHANGE



Approved _____, 19____

JACKSON COUNTY
BOARD OF COMMISSIONERS

_____ Chairman

_____ Commissioner

_____ Commissioner

COUNTY APPROVAL

/ /

DATE

Norma B. Pilcher

CITY APPROVAL

9/25/73

DATE

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 6, 1957 — FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER — 1646 — OREGON — MAY 7, 1957 — A. E. JOHNSON

Fred B. Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

A. E. Johnson — DEPUTY HIGHWAY ENGINEER

Sketch Map

SCALE 0 800 1600 FEET

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Carl O. Fisher	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Robert E. Veatch	COMMISSIONER
Anthony R. Yturri	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

_____ DISTRICT ENGINEER _____ DATE

T.E.S. Drw'g. No. 2686

TRAFFIC SIGNAL INSTALLATION PINE ST. AT 3rd ST. (ROGUE RIVER) SEC. FAS 15-100 - JACKSON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

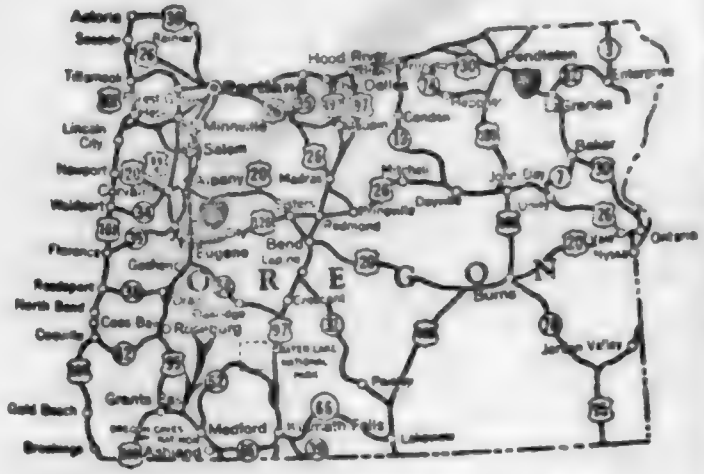
STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

TRAFFIC SIGNAL INSTALLATION
PINE ST. AT 3rd ST. (ROGUE RIVER) SEC.
FAS 15-100

JACKSON COUNTY - AUGUST, 1973



PRELIMINARY COPY
SUBJECT TO CHANGE

Approved _____, 19____
JACKSON COUNTY
BOARD OF COMMISSIONERS

_____
Chairman

_____
Commissioner

_____
Commissioner

_____
COUNTY APPROVAL

/ /
_____
DATE

Norma B. Pilcher
_____
CITY APPROVAL

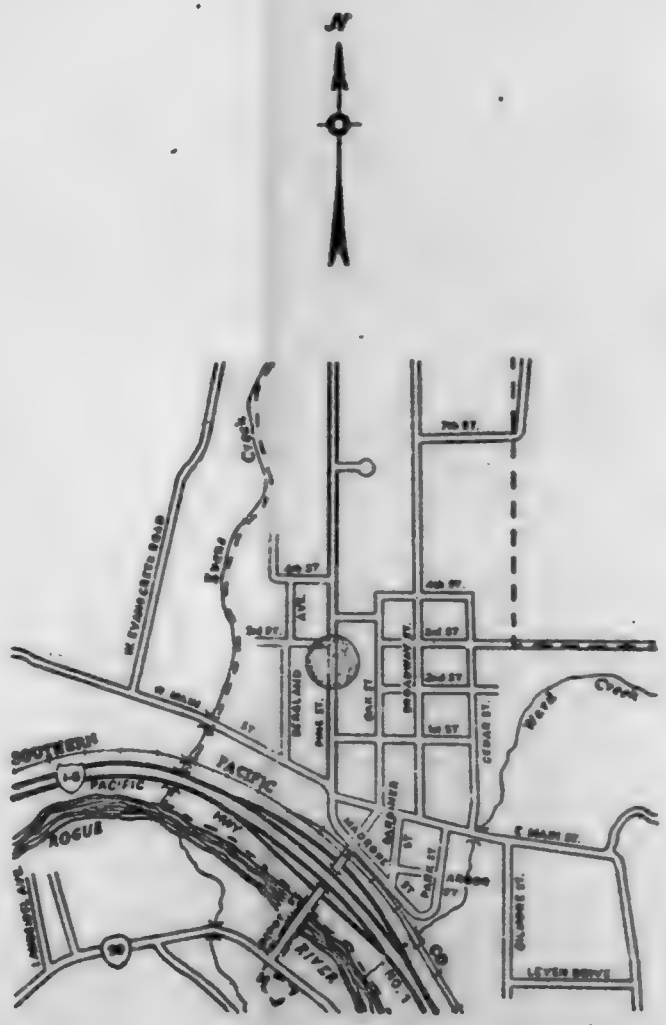
9/25/73
_____
DATE

REGISTERED PROFESSIONAL ENGINEER
FRED B. KLABOE
MAY 6, 1969

REGISTERED PROFESSIONAL ENGINEER
A. E. JOHNSON
MAY 7, 1957

1470
1472
1488
1489
} Signal Details

TRAFFIC SIGNAL INSTALLATION
PINE ST. AT 3rd ST. (ROGUE RIVER) SEC.
FAS 15 - 100
JACKSON COUNTY - AUGUST, 1973



Approved_____, 19__
JACKSON COUNTY
BOARD OF COMMISSIONERS

_____
Chairm

_____
Commissione

_____
Commissione

Sketch Map

SCALE 0 800 1600 FEET

OREGON TRA
Glenn L. J
Carl O. F
Robert L.
Robert E.
Anthony R
George M.

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet

2679) Signal Plan

1470
1472
1488
1489 } Signal Details

9-25-73

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

TRAFFIC SIGNAL INSTALLATION
PINE ST. AT 3rd ST. (ROGUE RIVER) SEC.
FAS 15-100

JACKSON COUNTY - AUGUST, 1973

Approved_____, 19___

JACKSON COUNTY
BOARD OF COMMISSIONERS

_____
Chairman

_____
Commissioner

_____
Commissioner

Copy to:- John Oaks
R.N. Chase
C G Swenson
J. F Putnam

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

9-19-73

Attn: County & City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 15-100

Project Name Pine Street @ 3rd Street (Rogue River)

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☑ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon,

this 19th day of Sept. 1973.

JACKSON County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 21 1973
☑ ENGR. ☐ CoJR. ☑ ☑ ☑ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

7/31/73

Mail Tribune
Medford------9-11-73

Bids Are Called For Area Projects

The Oregon Transportation Commission, State Highway Division, has invited bids on three Jackson County projects, according to John J. Earley of the division's Salem office.

The Jackson County projects include the installation of pedestrian crossing signals on Pine Street in Rogue River; about one-half mile of grading, paving, and traffic signal installation on the Rogue Valley Highway south of Medford; and about one-third mile of grading, paving, and signal installation on the Wightman Street-Walker Street section of the Rogue Valley Highway in Ashland.

The work on the Steward Creek Gore Creek section just south of Medford is a readvertised project, as no bids were received at the Aug. 23 opening, Earley noted.

Bids on all three projects are due before Sept. 27, he added. Some 17 projects with a total value of about $6 million from around the state will be opened on that date.

TRANSACTION NUMBER 9-12

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-5-1973

BY (Signature): L. H. YOUNG'S LETTER OF AUGUST 27, 19

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1125 THRU ____			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1125	S-15-100(3)	0.0	10,000	7,800	PINE STREET AT 3RD STREET (ROGUE RIVER) SECTION. JACKSON COUNTY	INSTALL TRAFFIC SIGNALS.

9-5-73

9-11-73 original to L H. young

NOTED E.S. HUNTER

RECEIVED
SEP 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 10 73
FOR
Dft. Sec. Eng. Mtce. Act. File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-5-73	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
(Rev. 8-71)

GPO 915-69

7946

7946

5

FORM F-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 5, 1973

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Signalization
Pine St. @ 3rd St. (Rogue River)
FAS 15-100
City of Rogue River
Jackson County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:lat
Att.
cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
W. J. Hart
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
Al Shirley, Jr., Region 3
R. N. Chase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
1973

LOCATION - DESIGN APPROVAL

COUNTY: Jackson (City of Rogue River)

SECTION: Pine Street at 3rd Street (Rogue River) Section

FAS NO.: 15-100

ROAD NAME: Pine Street (Evans Creek Road)

PROJECT DESCRIPTION:

Install push-button pedestrian-actuated traffic control signals.

ESTIMATED COST: $7,500

HIGHWAY COMMISSION APPROVAL: December 12, 1972

HEARING: None Required

STATE CLEARINGHOUSE REVIEW: None Required

SECTION 204 REVIEW: None Required

HEARING CERTIFICATION: None Required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA September 5, 1973

REMARKS:

APPROVED: September 5 19 73

G Wuntu

Assistant State Highway Engineer

7946

From gen. files

copies made for me for #26 fr

September 5, 1973

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the September 15, 1973, issue of your Administrative Rule Bulletin the attached Notice concerning the installation of traffic signals in Rogue River.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:td

Attachment

I, C. W. Head, Manager of Administative Services do hereby certify that the Oregon Highway Commission on December 12, 1973 approved a traffic signal installation ~~at~~ on Pine Street and 3rd Street (Rogue River) Section East Evans Creek Road on FAS 15-100 in Jackson County.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

OREGON TRANSPORTATION COMMISSION

HIGHWAY DIVISION

NOTICE OF PROPOSED RULE

The Oregon Transportation Commission, Highway Division, proposed to adopt the following rule:

Install signalization at Pine Street and 3rd Street (Rogue River) East Evans Road on FAS 15-100 in Jackson County.

Interested persons may submit written data, views or arguments to F. B. Klaboe, Administrator and State Highway Engineer, State Highway Building, Salem, Oregon 97310 on or before October 5, 1973.

Interested persons desiring to express or submit data, views or arguments at a public hearing must make a request for such a hearing to F. B. Klaboe, Administrator and State Highway Engineer, on or before October 5, 1973. In the event 25 or more persons request a public hearing, a public hearing will be scheduled for a later date. The time, date and place of the public hearing will be circulated and published in newspapers of general circulation.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

7946

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE August 31, 1973

TO R.L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT Traffic Signal Installation
Pine St. at Third St. (Rogue River)
FAS 15-100 Jackson County

Special Bridge Replacement Project
Silver Creek (Main Street) Bridge
FAS 147
City of Silverton
Marion County

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J.H. Versteeg
Victor D. Wolfe
L.H. Young
D.R. Byard

RECEIVED
SEP 5 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

FAS 15-100
Jackson Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 12 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

SUBJECT Traffic Signal Installation
Pine St. at Third St. (Rogue River)
FAS 15-100 Jackson County

This negative declaration, covering the subject FAS-C signalization project, has been prepared pursuant to FHWA PPM 90-1, paragraph 6, for proposed projects in which no significant impacts are anticipated.

LOCATION AND DESCRIPTION OF PROJECT The site proposed for traffic signal installation is located on Pine Street near Third Street in the city of Rogue River, Jackson County.

The proposal consists of installing a push-button, pedestrian-activated traffic control signal and attendant signing.

PURPOSE OF PROJECT The purpose of the proposal is the protection of school-oriented pedestrians crossing Pine Street at this particular location.

EXISTING ENVIRONMENTAL SETTING Pine Street is the main north-south arterial through the city of Rogue River and is a school bus, mail, farm-to-market, logging, and a general service route connecting to I-5 and the Rogue River Highway. The 1971 ADT was approximately 2,000 vehicles.

School buildings flank both sides of Pine Street in the immediate project area, where there is considerable pedestrian traffic crossing from one side of the street to the other.

DISCUSSION OF ENVIRONMENTAL IMPACTS — The most beneficial impact of the proposed signal installation is the improvement of safety for the school-associated pedestrians.

No additional right-of-way will be required, and a public hearing will not be necessary. There will be no impairment of any public or private property.

By agreement with the State Executive Department, and the Local Council of Governments, the A-95 review process is not necessary for this type of project.

There are no historical sites, public recreation facilities, or wildlife areas that will be adversely affected.

Only minor inconveniences will be felt by the public during construction; however, adequate signing and flagging will be provided.

BASIS FOR NEGATIVE DECLARATION — The proposed signalization is necessary for public safety. The benefits will outweigh any temporary inconveniences to the public, and detrimental impacts, if any, to the local environment will be negligible.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to adversely affect the quality of the social or natural environment.

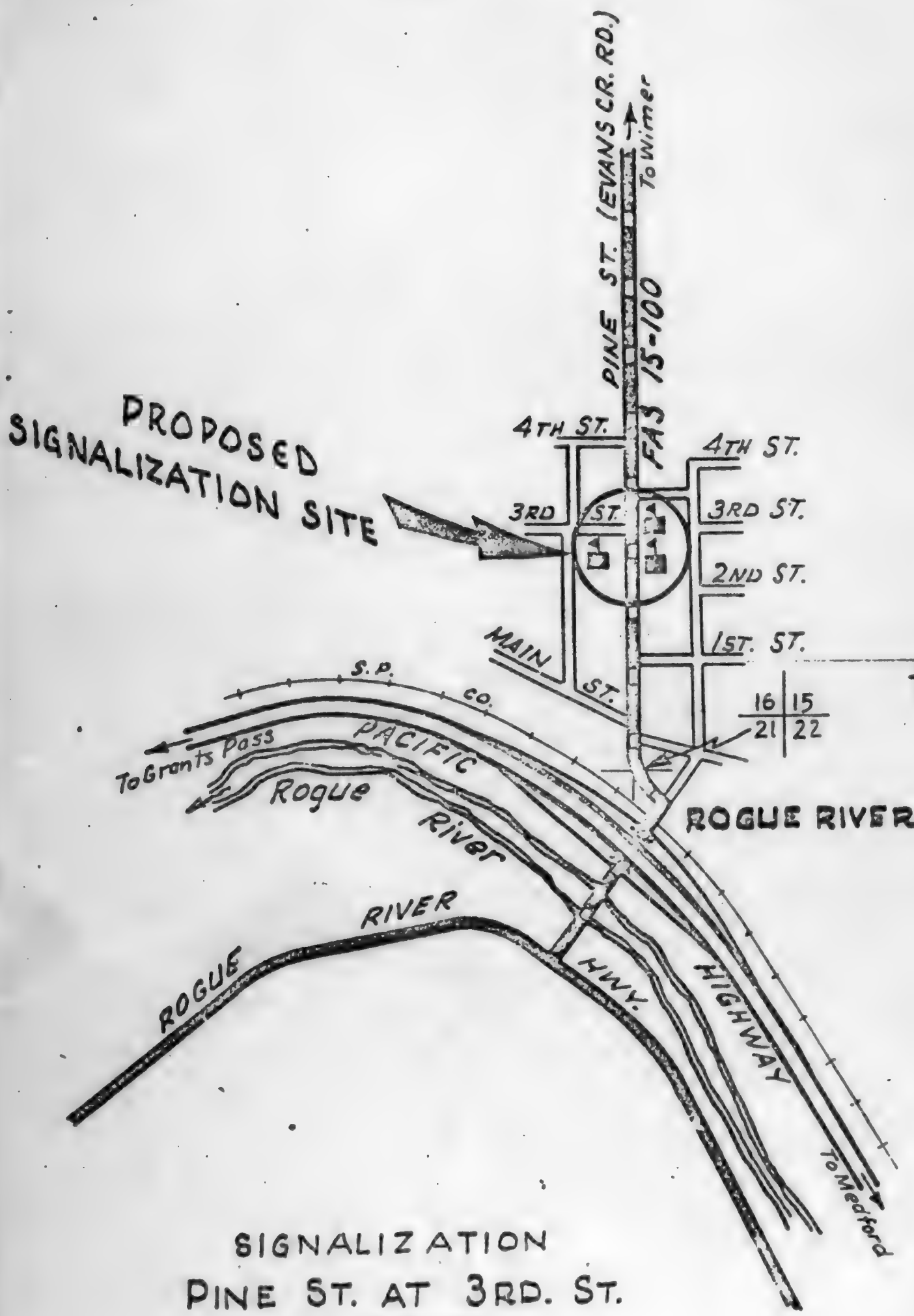
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date SEP 5 1973
for Division Engineer

RHP:pr

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
W. J. Hart
H. S. Cox
L. H. Young
J. H. Versteeg
A. Shirley, Jr.



SIGNALIZATION
PINE ST. AT 3RD. ST.
ROGUE RIVER
JACKSON COUNTY

7946

August 27, 1973

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. H. Young
Office Engineer

SUBJECT: Program Data Submission
Project No. S-15-100(3)
Pine St. at 3rd St. (Rogue River) Sec.

We are submitting program data for one Secondary Project, Item No. 1125, Project No. S-15-100(3). "Pine St. at 3rd St. (Rogue River) Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on September 27, 1973.

The requirements of PPM 90-1 relative to this project are being submitted as a separate action.

A public hearing is not required for this project under the provisions of paragraph 6c of PPM 20-8.

This project is exempt from A-95 review requirements under the provisions of State and District 8 Clearinghouse agreements dated April 28, 1970, and December 1, 1970, respectively.

Location/design approval being processed under the Secondary Road Plan.

Enc.

JB:dg

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-27-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. Pine St. near 3rd St. (Rogue River)	ADT	2,500*	4,250	93	10	Oregon	035	022	1125

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
als								S-	15-100	(3)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Jackson	029	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	15-100	Co. Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. Pine St. near 3rd St. (Rogue River)						Install Traffic signals.
ROW								
CONST (CODE) Y031		"Pine St. at 3rd St. (Rogue River) Sec."	0.0	10,000	7,800	1,100	1,100 (Co.)	ROW - 52' nominal; Access control-none; Parking restrictions-none.
PROJECT TOTALS			0.0	10,000	7,800	1,100	1,100 (Co.)	

ED BY

M APPROVAL DATES

REMARKS

*DHV is 240 for this location

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Appr

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-27-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): Co. Rd. Pine St. near 3rd St. (Rogue River) 21 65	ADT	PRESENT: 2,500*	FUTURE: 4,250 (66)	YEAR: 93 (70)(71)(72)	REGION: 10	STATE NAME: Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Traffic Signals 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER — PREFIX LETTER(S): S- (14)(23) — NUMBER: 15-100 (7) — SU
CARD 4	CLASS OF FEDERAL FUNDS: Secondary						COUNTY NAME: Jackson		CODE: 029 (14)(16)
	NAME OF URBAN AREA (17-31)						ROUTE NO. S	FEDERAL-AID: 15-100 (32)	STATE: Co. Rd. (36)(37) — U.S.: — (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1-4)(5)	(16)	41	42	43 — 48	53		(54)(58)	(59) — (66)	(67) — (76)		
5					PE		Co. Rd. Pine St. near 3rd St. (Rogue River)					
5					ROW							
5					CONST (CODE) Y031		"Pine St. at 3rd St. (Rogue River) Sec."	0.0	10,000	7,800	1,100	1,100 (Co.)
							PROJECT TOTALS	0.0	10,000	7,800	1,100	1,100 (Co.)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33) REMARKS

*DHV is 240 for this location

PINE ST. AT 3RD ST. (ROGUE RIVER) SECTION
PROJECT NO. S-15-100(3)

ng Facility: 24-foot asphalt concrete surface within gravel shoulder on the easterly side and with a 5-foot path on the outside edge of an 8-foot gravel shoulder westerly side.

nt Sections: Same as existing facility.

t Data: The work consists of installing push-button rian actuated traffic control signals and incidental mmon to this type of project.

ons to Minimum Standards: None.

Action, Airports, Water Development, Railroads, ion and Historical Areas: None involved.

ion Assistance Payments: None involved as project does uire additional right-of-way.

ments of PPM 90-1: Environmental statement being sub- as a separate action.

view: Exempt from State Clearinghouse and District 8 ghouse review under the provisions of working agree- ated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A State-County agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Route Data: Pine Street is an extension of Evans Creek County Road into the town of Rogue River. The route has some logging truck traffic, but mainly serves a small farming area and is used by school busses and mail carriers.

NOTE: The project lies within Congressional District No. 4.

PINE ST. AT 3RD ST. (ROGUE RIVER) SECTION
PROJECT NO. S-15-100(3)

Existing Facility: 24-foot asphalt concrete surface within 4-foot gravel shoulder on the easterly side and with a 5-foot AC footpath on the outside edge of an 8-foot gravel shoulder on the westerly side.

Adjacent Sections: Same as existing facility.

Project Data: The work consists of installing push-button pedestrian actuated traffic control signals and incidental work common to this type of project.

Exceptions to Minimum Standards: None.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

A-95 Review: Exempt from State Clearinghouse and District 8 Clearinghouse review under the provisions of working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this tim the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.

Maintenance of Traffic Operations Improvements: A State-County agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Route Data: Pine Street is an extension of Evans Creek County Road into the town of Rogue River. The route has some logging truck traffic, but mainly serves a small farming area and is used by school busses and mail carrier

NOTE: The project lies within Congressional District No.

August 17, 1973

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attn: Mr. Robert Carstensen

Re: Traffic Control Signal
Pine St. @ 3rd St. (Rogue River)
FAS 15-100
Jackson County

Gentlemen:

Two copies of the right-of-way certificate for this project are enclosed. When the right-of-way is clear would you please have them signed by the County Commission and return one signed copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ASST. OE AE UE
UPE CE RE RPE

August 17, 1973

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attn: Mr. Robert Carstensen
Director of Public Works

Gentlemen:

Enclosed are three copies of a triparty agreement in connection with the traffic control signal on Pine Street at 3rd Street in Rogue River on FAS 15-100.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14½% for engineering and contingencies will be the basis for the county advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and forward three signed copies to Mrs. Norma Pilcher, City Recorder of Rogue River. By copy of this letter we are requesting that Mrs. Pilcher then have the agreement approved and signed by the Mayor and Recorder, and return all three signed copies to this office, together with three copies of a city resolution authorizing the Mayor and Recordar to sign the agreement. (Suggested resolution form is enclosed for City's convenience.)

After certification by the Transportation Commission Secretary, a fully executed copy of the agreement will be returned to the county and city for their respective records.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.
cc: Mrs. Norma Pilcher, Rogue River

SALEM, OREGON
August 8, 1973

Mr. L. H. Young
Office Engineering

B U I L D I N G

Attn: Mr. R. N. Chase

Traffic Signal
Pine St. @ 3rd St. (Rogue River) Sect.
FAS 15-100
Jackson County

Herewith is the data for programing this project with the Federal Highway Administration.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RFE

ADT 1973-2,500 / 1993-4,250 DHV 1973- 240 / 1993- 400 SAFETY: Yes

MEMO TO R. N. CHASE Date: Aug. 8, 1973

FAS 15-100, Jackson COUNTY, Pine St. at 3rd St. (Rogue River) SECTION

TERMINI: Within the city limits of the city of Rogue River 0.54 miles north of junction with FAP-3.

PROPOSED WORK: Pedestrian and traffic signal

PROJECT LENGTH: ---

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	10,000	7,500	1,250	1,250	

EXISTING FACILITIES: 24' AC travel way with 4' shoulder on east side with a 5' AC footpath behind an 8' gravel shoulder on the west side.

ADJACENT SECTIONS:

NORTH/EAST END: Existing facilities

SOUTH/WEST END:

PROJECT DATA: Install a push button pedestrian actuated traffic control signal.

RIGHT-OF-WAY: 52 feet

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: No hearing required - public meetings held.
UNUSUAL OR COMPLICATED SITUATIONS: Pedestrian fence is to be constructed in conjunction with this signal.

ROUTE DATA: This street is part of the route for Evans Creek County Road which has a number of logging trucks. Also a school bus and mail route.

Park and recreation area affected - None
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
Location and design approved - Pending
Clearinghouse approved - Not necessary
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG - Working agreement
Negative Declaration - Pending

7946

August 7, 1973

MAIL TRIBUNE, Medford 97501

THE TIMES, Rogue River 97537

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in the City of Rogue River, Jackson County, Oregon, relative to the proposed construction of the signalization project on Pine Street near 3rd Street in Rogue River.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, August 10, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. A. Shirley, Jr., Region Engineer in Roseburg, phone 963-3177.

Very truly yours,

C. W. Read, Manager
Administrative Services

MMP:ljt
Att: Notice

cc: Federal Highway Administration
Finance
Planning
Office Engineering
County and City
Public Affairs
A. Shirley, Region 3
Jackson County Board of Commissioners
City of Rogue River

F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
J. H. Versteeg
W. J. Hart
J. B. Boyd
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, in cooperation with the Jackson County Board of Commissioners, having studied the engineering, environmental and socio-economic effects, is considering location-design approval of the Pine Street at 3rd Street (Rogue River) signalization project.

The proposal consists of installing push-button pedestrian actuated traffic control signals on Pine Street near 3rd Street in Rogue River.

Maps and related data pertinent to the proposal are in the Highway Division files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Read, Manager
Administrative Services

* * * * *

REP:ljt
8/7/73

MAIL TRIBUNE, Medford
THE TIMES, Rogue River

Jackson Co
Jct FAS-C
Signal
@ Rogue R Hi

15-100

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE April 10, 1973

TO MEMO TO FILE

FROM L. E. George
Traffic Engineer

SUBJECT Proposed School Crossing Signal
Rogue River High School

The attached correspondence involving a possible school crossing signal at the Rogue River High School is being sent to file. The Region is to advise Jackson County that based on safe crossing for pedestrians, namely the high school students, that one location for the installation of a signal should be chosen, preferably the location opposite the middle sidewalk, shown on the attached sketch.

The Regional Office will advise us when a final decision has been made on this matter by the county.

LEG:pb
Attachment
cc: J. H. Versteeg
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
APR 11 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

File

H.S. Cox

OREGON STATE
HIGHWAY DIVISION

REGION 3 P. O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

April 9, 1973

Mr. Robert Carstensen
Jackson County Engineer
Jackson County Courthouse
Medford, Oregon 97501

Dear Mr. Carstensen:

The school pedestrian situation which was discussed at a meeting, March 13, 1973, in Mr. Hazen Barnard's office, attended by Mr. Hartman, Mr. Clark and yourself, has been reviewed by our Salem office.

As was promised, the two crosswalk signal proposed by the school officials, was presented as accurately as possible.

They consider the double approach as impractical, and have advised that if the County wishes to proceed with a signal at the most southerly crosswalk discussed, the Highway Division would give every consideration to its approval, as an FAS-C project. As a part of such a project, the school should agree to install fencing and widen the sidewalk.

Please advise this office of your thinking regarding this proposal.

Very truly yours,

ALFRED SHIRLEY, JR.
Region Engineer

GLC/jw

cc L. E. George
George Thornton
Co-Cty

RECEIVED
COUNTY & CITY SECTION
APR 11 1973
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

FAS 15-100
Jackson Co

March 22, 1973
(date)

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attention: Mr. Robert Carstensen
Director of Public Works

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 15-100

Section Pine Street @ 3rd Street (Rogue River): Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

3-7-73
(date)

By Ernest M. Mills

By Jon Dyer
Commissioner

By Harry Hadley Ward
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAR 29 1973
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

cc:

Copy to Duane Ridings

FAS 15-100
Jackson Co

March 22, 1973
(date)

Ms. Norma Pilcher
City Recorder
City Hall
Rogue River, Oregon 97537

RECEIVED
COUNTY & CITY SECTION
APR 23 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 15-100

Section Pine Street @ 3rd Street (Rogue River): Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

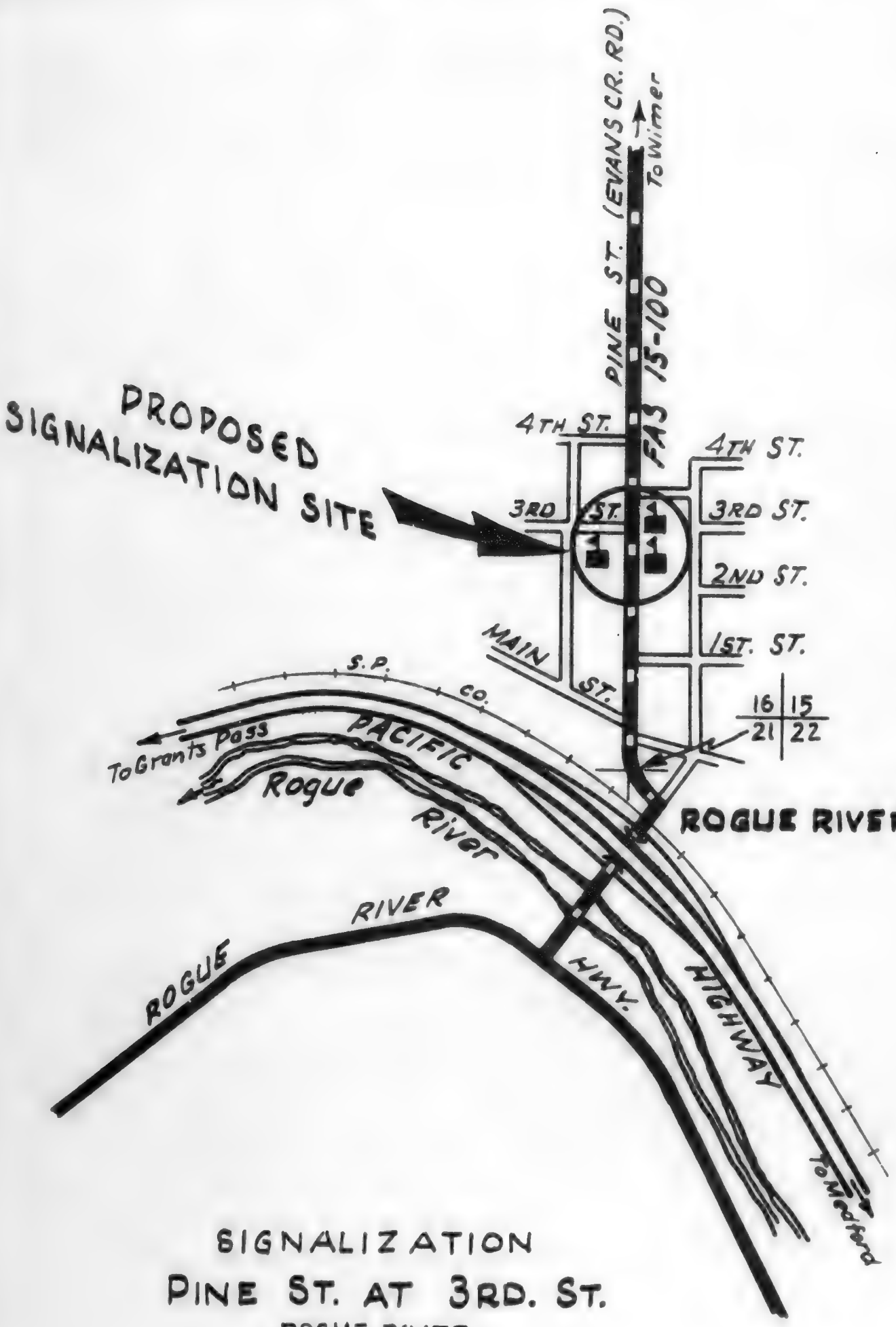
March 23, 1973
(date)

By Norma B. Pilcher
City Recorder

By _____
Street **Commissioner**

By _____
Commissioner

cc: Duane Ridenour
(L H Young)



SIGNALIZATION
PINE ST. AT 3RD. ST.
ROGUE RIVER
JACKSON COUNTY

7-13 C 5

RECEIVED
JAN 19 1973
FOR FILING

7946

January 18, 1973

Mr. Robert J. Carstensen, Director
Jackson County Department of Public Works
Courthouse
Medford, Oregon 97501

Dear Mr. Carstensen:

Some time ago, you requested the Highway Division to study possible types of traffic control for both vehicles and pedestrians in the vicinity of the Rogue River High School.

Our Regional Office in Roseburg has been in contact with you concerning this matter. With the present operation of the high school and the complete lack of control over the students, it would not be possible to successfully operate any type of traffic control signal at any crossing location. As you know, there are now in existence four crosswalks within a distance of 140 feet adjacent to the high school. During crossing periods by the students, these crosswalks are completely ignored with the students crossing at random locations.

Pine Street is a relatively narrow roadway with low vehicular volumes. The speed of these vehicles is also low and composed primarily of local drivers who are aware of the crossing situation in this area. Our study indicates that this section of Pine Street has not experienced an adverse accident history. In five years, there have been four reported accidents on Pine Street from First through to Fourth Street, none of which involved a pedestrian.

It is suggested that the County contact the school officials to determine if there might be some successful method of channeling the students across Pine Street at one or two preselected locations. Until the school officials can maintain some form of control over the students' movements, it will not be possible to provide any meaningful form of pedestrian-vehicle traffic control.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. E. George
J. H. Versteeg

LEG:pb: ajw

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

Date: January 16, 1973

SUBJECT:

To: R. L. Schroeder
Asst. State Highway Engineer
B U I L D I N G

From: L E George

L. E. George
Traffic Engineer

In late October of 1972, Jackson County requested that we make an investigation into the traffic problem adjacent to the Rogue River High School in the city of Rogue River. The Region has recently completed this report. Our study indicated that under the present system of operation by the high school, it would not be possible to isolate into one or two crossing locations the great number of school pupils crossing at one time. Glen Clark's report, which is attached, explains conditions in the area. The School District wishes to have some form of signalization installed and both the County and the Regional Office are of the opinion that traffic control cannot be successfully applied under the present conditions short of completely stopping all traffic in an approximate four-block section adjacent to the school buildings. Signalization is not recommended, either by the Regional Office or by this office. A suggested draft is attached to the County, in affect, stating the conditions contained in the Regional Office's report. The draft also recommends that the County contact the school officials involved and see if some method can be worked out with the School District to more properly channel the flow of students across the street.

RECEIVED
JAN 17 1973
Office of
Assistant State Highway Engineer

LEG:pb

Att.

FORM 6-90 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 22, 1972

To: J. H. Versteeg
Region Engineer
O F F I C E

SUBJECT: Traffic Conditions
City of Rogue River
Pine Street
FAS 15-100

Attached is correspondence from the County, City, our County-City Section and the Traffic Section requesting an investigation of traffic conditions on the subject street in the vicinity of the Rogue River High School. The letters request a speed zone reinvestigation and some traffic control device to improve conditions at the school proper.

This report will not deal with the Speed Zone Reinvestigation. Such report will be made at a later date.

Pine Street is a relatively narrow, 20' wide, paved street with little or no shoulder traversing the campus of the Rogue River High School. A portion of the buildings on the easterly side of Pine Street is utilized as an elementary school. An asphaltic concrete footpath exists on the easterly side of the street. None exists on the westerly side. A low chain fence exists along the edge of the shoulder on the west side of Pine Street. There are at present four painted crosswalks in a distance of 140'. The sidewalk on the east is 10' from the edge of pavement. The sidewalk is 5' wide and the face of the building is 9' from the sidewalk. The attached map from the county shows that the right of way is some 60' and is in dispute as to the precise location. There are no intersecting streets in the vicinity of the school except a graveled street (3rd Street) north of the school.

The observed conditions were these: At noon the high school doors open (all at once) on the west side and over one hundred students run at full speed across Pine Street. They run across the lawn, jump the chain fence and must be headed for the school cafeteria. Another one hundred students head for downtown Rogue River. The crossing maneuvers have no relation to the existing four marked

crosswalks. The few motorists caught in this deluge of students stopped two or three times before getting past the school.

The 1971 ADT on this section of roadway was some 2000 vehicles per day. This low volume leaves gaps for pedestrians at any time of the day. The posted speed on this section is 30 MPH and "SCHOOL" signs with "20 MPH CROSSINGS HOURS" bracket the school.

There were four reported accidents in the area from 1st Street to 4th Street (twice the area encompassing the school) during the period 1-1-67 to 7-31-72. There were no fatalities but one person was injured. There were no pedestrian accidents. There was one sideswipe overtaking, one non-collision, one fixed object and one backing type accident.

In summary, Pine Street is a narrow roadway with relatively low vehicular volume running between school buildings. The speed of traffic is low and composed of local motorists for the most part. The habits of the students regarding crossing public ways is subject to criticism. Any signal system, to be effective, would require stopping traffic south of the parking lot entrance and north of the parking lot at the opposite end. One control location to signalize does not exist. Fencing to force a concentration would be ineffective due to the parking lot entrances.

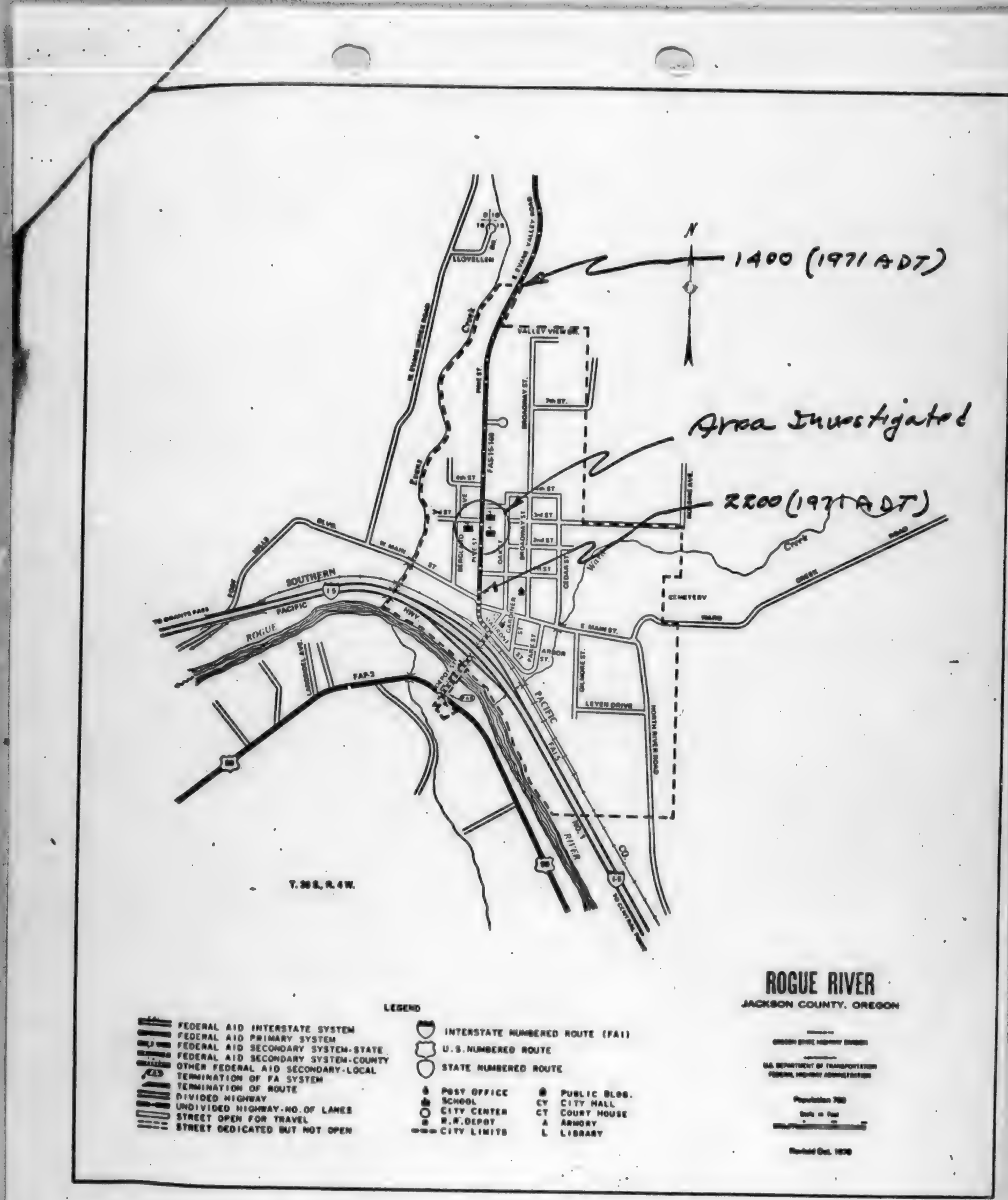
I have shown a possible pedestrian actuated signal set up but in no way recommend such an installation. It is my firm conviction that such an installation would be completely disregarded by these students. The same observance would relate to an overhead pedestrian overcrossing structure. Such an installation could not be fenced successfully, therefore, little use could be expected.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L.CLARK
Region Traffic Engineer

GLC/cw
Attach.

cc L. E. George
George Thornton



ROGUE RIVER

JACKSON COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- Post Office
- School
- City Center
- R.R. Depot
- City Limits
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 700

Scale in Feet

Revised Oct. 1970

ROGUE RIVER HIGH SCHOOL BUILDING

A.C. Access To Parking Lot

Possible Push Button Pedestrian Signal

Conc. S.W.

Conc. S.W.

Conc. S.W.

Gravel Parking Lot

"SCH
"20 MI

Possible Traffic Signal

Conc. S.W.

S.W.

A.C.

Gravel Parking

A.C. S.W.

"SCHOOL"

O MPH CRS. HRS."

Gravel Parking Lot

SCHOOL BUILDING

Conc. S.W.

Conc. S.W.

ROGUE RIVER HIGH SCHOOL BUILDING

Gravel Parking Lot

A.C. Access To Parking Lot

Possible Push Button Pedestrian Signal

Conc. S.W.

Conc. S.W.

Conc. S.W.

Conc. S.W.

Possible Traffic Signal

A.C. S.W.

"SCHOOL"

"20 MPH CRS. HRS."

A.C.

Gravel Parking Lot

Gravel Parking

A.C. S.W.

SCHOOL BUILDING

Conc. S.W.

OREGON STATE HIGHWAY DIVISION

Urban Motor Vehicle Accident Listing

LOCATION
City Rogue River
Street Pine St.
Hwy. No. ——Rte. No. ——
From Depot St
To N.C.L. Rogue River
Period Covered:
1-1-67 to 7-31-72

	COLLISION TYPE														CLASSIF.				
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured
1st St. to 4th St.																		
1967													0					
1968													0					
1969													0					
1970													0					
1971													0					
7 mos. 1972													0					
Total													0					
At 4th St.																		
1967													0					
1968													0					
1969													0					
1970													0					
1971													0					
7 mos. 1972													0					
Total													0					

City [illegible]
Street [illegible]
Hwy. No. ——Alt. No. ——
From Depot St

To M.C.L. Rogue River

Period Covered:
1-1-67 to 7-31-72

	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1st St. to 3rd St.																			
1967					1						1		2			2			
1968													0						
1969													0						
1970													0						
1971								1					1		1			1	
7 mos. 1972													0						
Total					1			1			1		3		1	2		1	
At 3rd St.																			
1967									1				1			1			
1968													0						
1969													0						
1970													0						
1971													0						
7 mos. 1972													0						
Total									1				1			1			

OREGON STATE HIGHWAY DIVISION

Traffic Engineer

Urban Motor Vehicle Accident Listing

LOCATION

City Rogue River
Street Pine St.
Hwy. No. ——Rte. No. ——
From Depot St.

To M.C.L. Rogue River

Period Covered:
1-1-67 to 7-31-72

	COLLISION TYPE														CLASSIF.				
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured
Main St. to 1st St.																		
1967													0					
1968													0					
1969													0					
1970													0					
1971													0					
7 mos. 1972													0					
Total													0					
At 1st St.																		
1967													0					
1968													0					
1969													0					
1970													0					
1971													0					
7 mos. 1972													0					
Total													0					

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 13, 1972

To: Mr. J. H. Versteeg
Region 3 Engineer

ROSEBURG

SUBJECT: Approved County FAS Project

Pine Creek @ 3rd Street (Rogue River)
Section - Signalization
E. Evans Creek Road, FAS 15-100
Jackson County

Attached are tabulations describing the subject FAS-C project which was approved by the Highway Commission at the December 12, 1972 meeting.

Any deviations from standards which arise during a survey for a county project, as well as those that can be anticipated earlier, should be referred to this office immediately for presentation to the FHWA for approval. This would save needless engineering costs should those deviations be denied.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
Att.

cc: Victor Wolfe
F. L. Hall
C. T. Keasey
W. J. Hart
F. W. Yarbrough
W. H. Tebeau
F. E. Terpin
T. W. Litchfield
C. G. Swenson
B. L. Gifford
C. R. Nelson
R. D. Asburry
R. R. Spivey
L. E. George
John Hanks

PROPOSED FISCAL YEARS 1972 & 1973 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
JACKSON	15-100	Pine Street @ 3rd Street (Rogue River) Section. E. Evans Creek Road. Signalization	$20,000	$ 4,000
TILLAMOOK	618	Nestucca River (Pacific City) Bridge Section. Pacific Avenue. (To be supplemented with future funds.)	50,000	10,000
		TOTAL	$70,000	$14,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	5,002,000	10,104,000
Unprogrammed Balance	--	88,000	88,000
Projects Proposed: 12/12/72	--	70,000	70,000
Unprogrammed Balance	--	$ 18,000	$ 18,000

72-g
11/20/72

JACKSON COUNTY
Proposed Project (1973 Funds)

FAS 15-100: Pine Street @ 3rd Street (Rogue River) Section, East Evans Creek Road. Signalization, approximately $20,000.

Install a traffic control signal on Pine Street in the vicinity of 3rd Street for the safety of children crossing the roadway between school buildings. The lights are to be installed within the existing right-of-way.

State to make study and plans.

No hearing required.

Mail-Tribune----12-12-72
Medford

Rogue River Signal Approved By State

The State Highway Commission in Salem today approved a Jackson County application for a $30,000 traffic control signal project on Pine Street (East Evans Creek Road) in the vicinity of Rogue River High and Elementary Schools.

Application for the project was submitted by the county about six weeks ago after a request for a traffic signal was made by the City of Rogue River and the Rogue River school board.

The county public works department is now investigating the best signal device to be installed near the schools. The applications included requests for either a traffic control signal or a pedestrial signal, according to Robert Carstensen, public works director.

An estimated 1,800 vehicles travel the road daily creating a safety hazard to the students.

Oregon Journal, Portland----------12-12

Four Passing Sections Slatd For Highway 97

SALEM (UPI) — The Oregon Highway Commission Tuesday approved construction of four sections of passing lanes on U.S. 97 between Terrebonne and Bend at a cost of $1,425,000.

Highway administrator G[illegible] Baldwin said work on the improvements probably will get under way with the beginning of the spring construction season.

The new construction will includo four passing lane units along the 16.6-mile stretch of two lane highway. Two additional 12-foot passing lanes will be added on the highway near Tetherow Butte, a second just south of Brand's Restaurant, a third at Deschutes Junction, and a fourth near Bend Memorial Gardens.

A two-foot median will be installed and provisions made for 4- to 8-foot variable shoulders.

The commission also approved the replacement of two bridges in East Oregon. The Maxwell Canal Bridge on the Hermiston Highway in Umatilla County will be replaced at a cost of $50,000, and the Pine Creek Bridge on the Halfway-Cornucopia Highway in Baker County will be replaced at a cost of $175,000.

Other commission action:

—Approved an agreement with Bend for improvement of traffic signals at the intersection of Franklin Ave. and Wall St. in Bend.

—Approved a traffic signal modification [illegible] a street widening project to provide for separate left turn movements [illegible] SE 39th Avenue and E. Burnside Street in Portland. Cost $4[illegible]

—Approved $6,500 in engineering funds to find best of three proposed plans to [illegible] and capacity problem on W. Burnside Street in Portland.

—Approved Jackson County's request for a $30,000 traffic control signal project on E. Evans Creek Road.

—Approved a project [illegible] to four lanes a [illegible] section of SW 49th Ave. [illegible] Washington County and [illegible] $1,454,000.

Pine St
FAS 15-100

RECEIVED
COUNTY & CITY SECTION
OCT 30 1972
ENGR. COOR. GE RE UE
UPE E RE PPE

PER MCE RSB 167 10-30-72 10-50 AM

VAL JOHNSON

CC M M S COX

AS PER OUR RECENT TELEPHONE CONVERSATION I CONTACTED MR BILL GADDIS, ASST JACKSON CO ENGR, RE WHAT WAS THOUGHT TO BE NEEDED IN CITY OF ROGUE RIVER AT 3RD AND PINE. AS WE EXPECTED, THEY KNOW A SIGNAL IS NOT WARRANTED BUT HAVE HAD MANY COMPLAINTS OF TRAFFIC CONDITIONS IN THE VICINITY INVOLVING THE SCHOOLS AND OTHER GENERAL DEVELOPMENT VS TRAFFIC. I SAID WE WOULD MAKE A STANDARD AREA INVESTIGATION AND OUR RESPONSE WOULD CONTAIN ANY SUGESTIONS WHICH MIGHT BE REVEALED IN THE INVESTIGATION.

CLARK

CWO4.--.

Jackson
-0-

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Jackson FAS No. 15-100 Date Oct. 19, 1972
County Road Name East Evans Creek Road (Pine Street)
Section Name Rogue River School Length 300'
Type of Project Pedestrian or Traffic Signal
Location of Project (Attach sketch map) at School Crossing
ADT 1,600 Road Class (Highway Standard) _____

Is this request for county bridge design only? Yes _____ No _____
or for County FAS bridge design? Yes _____ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Bituminus Pave Width 24'

2. Shoulders: Type Gravel Width 4' to 8'
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage: NA
By County ____ County Date of Completion _____ By Contract ____

4. Bottom Base Course: NA
By County ____ County Date of Completion _____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course: NA
By County ____ County Date of Completion _____ By Contract ____

6. Binder Course: NA
By County ____ County Date of Completion _____ By Contract ____

7. Traveled Surface & Shoulders: NA
By County ____ County Date of Completion _____ By Contract ____

8. Clearing: NA
By County ____ County Date of Completion _____ By Contract ____

9. Curbs: NA
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____

10. Are A.C. footpaths behind curbs desired? Yes ____ No ____ NA

11. Are there any structures to be replaced or altered? Yes ____ No ____ NA

12. Will replacement be by: County _____ Contract _____ NA
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

RECEIVED
COUNTY & CITY SECTION
OCT 24 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ BE
☐ BDE ☐ CE ☐ RE ☐ RDE ☐

13. Will County adjust structure to new grade? Yes ____ No ____ NA

14. Will County adjust structure to additional width? Yes ____ No ____ NA

15. Will adjusted width be standard? Yes ____ No ____ NA
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No ____ NA

17. Does County wish sight posts installed? Yes ____ No ____ NA

18. Does County wish guard rail installed? Yes ____ No ____ NA

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No ____ NA

20. Will traffic signals be required? Yes X No ____
If yes, give location and type: At school crossing

21. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: [illegible]

Remarks re Section I: This traffic signal or pedestrian signal is requested for safety purposes as children cross this road between classes and in mornings and evenings - School buildings are on both sides of street.

II. BRIDGE PROJECT DATA NA

1. Name of river or stream ____

2. Name of bridge ____

3. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.

4. Desired width of bridge ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No ____
Upstream ____ Downstream ____ Width ____

6. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____
_____
_____
_____
_____

7. Will County furnish any materials for bridge? Yes ____ No ____
Explain _____
_____
_____
_____

8. Foundation Testing: By County? Yes ____ No ____
By State? Yes ____ No ____

9. Can road be closed during construction? Yes ____ No ____

10. Detour: Required? Yes ____ No ____
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No ____
By Contractor? Yes ____ No ____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ____ No ____
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ____ No ____
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No_____ Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____

c. Storm sewer: Yes_____ No_____ Size_____
Company_____

d. Gas mains: Yes_____ No_____ Size_____
Company_____

e. Power lines: Yes_____ No_____ Size_____
Company_____

f. Telephone lines: Yes_____ No_____ Size_____
Company_____

g. Other Utilities:_____

16. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

17. Does County wish lightpost bases and conduit installed? Yes_____ No_____

18. Does County wish complete job of illumination in project? Yes_____ No_____

19. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____

Remarks re Section II:_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No_____
   By County? Yes _____ No_____
   (Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes Some No_____

3. Construction plans and specifications to be prepared:
   By State? Yes X No_____
   By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No_____ NA

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No_____ NA
   (Note: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 52 Minimum _____

2. Is any additional right-of-way needed? Yes _____ No X

3. Will right-of-way be acquired by: Resolution _____ or Deed _____ NA

4. Should State prepare options? Yes _____ No _____ NA

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No _____ NA

6. Should material source site be included in right-of-way descriptions? Yes _____ No _____ NA

7. Is there any merchantable timber on right of way? Yes _____ No _____ NA

8. Will timber be reserved for owner? Yes _____ No _____ NA

9. Will timber become property of contractor? Yes ___ No _____ NA

10. Is a hearing necessary? Yes _____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit _____ or by franchise X
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ____

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No ____

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No ____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: _____ Section____ Township_____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Aggregates ____
Location _____
Miscellaneous Items: _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 16,000

2. Available FAS Funds: $ Sufficient

3. Date match money is available: On demand by State

4. Will there be any 100% County money? Yes ____ No X

5. Maximum amount of 100% County money available: $_____

6. Date County requests letting: As soon as possible.

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

O.S.H.D. Field Engineer

Date 10-25-72

County JACKSON

Date 10/20/72

T. 34 S.

35

36

37

R. 3 E. W.M.

WIMER
Elev. 1134

GOLD HILL
Elev. 985

ROGUE RIVER
Elev. 1001

SAMS VALLEY

LOWER TABLE ROCK
Elev. 2044

CENTRAL POINT
EL. 1272

EVANS CREEK

8 TH. STANDARD PARALLEL SOUTH

To Grants Pass

RECEIVED
COUNTY & CITY SECTION
OCT 24 1972
ENGR. COOR. DE AE UE
UPE CE NE RPE

FAS 15-100
Proj. S-15-100(3)

Rogue River
(-A-1/FAS-C)
~~tentative~~

September 19, 1972

Mr. Vernon J. Marks
City Councilman
714 Pine Street
Rogue River, Oregon 97537

Pine Street, Speed Limits

Dear Mr. Marks:

Your letter of September 11, 1972 is being referred to our traffic division for review by this letter, and this office requests that the traffic people advise you of any action due to this request.

The County-City Section is familiar with the Evans Creek Road as well as Pine Street in that Jackson County has a survey for improvement and widening of the Evans Creek Road. This office is not aware of when actual construction will occur as this will be a County project.

Pine Street is, of course, a heavily traveled street, possibly the most used street in Rogue River, and it had been our hope that the City would apply for a Special City Allotment project in order to help relieve the situation. The City, however, applied for a project on another street thereby precluding one avenue of aid in relieving the terribly congested situation on Pine Street.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HSC:wm

cc: L. E. George,
Traffic Engineer

Note; Bob Carstenson called this date + inquired about a traffic light as (FAS-C project) to relieve the school situation.
SI

ENGR. COOR. OE TE UE
UPE CE RE RPE

Rogue River
Gr

714 Pine Street
Rogue River, Ore. 97537
September 11, 1972

H.S. Cox, County & City Engineer
Oregon State Highway Div.
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

As a councilman of the city of Rogue River, Ore., I am writing in behalf of the residents of our city living on Pine Street, which is a county road running through the center of our community. This road happens to be the gateway to Evans Valley and sees heavy automobile traffic as well as many logging trucks. I have been informed that your department reviewed the speed limits on this street within the past two or three years and as a result the speed limits were raised to the present limits of 30 m.p.h. and 40 m.p.h. This is difficult for me to understand, because the street is narrow, with no sidewalks or shoulders for pedestrian traffic. It is a heavy residential area with both children and elderly, and passes through a school zone with schools on either side of the street. In the 40 mile zone there is a hill and nearly blind corner with mostly elderly living on this section. We of the city would appreciate another review from your office; and would hope that something reasonable could be worked out.

In a recent conversation with a resident deputy sheriff, he stated that the present speed limits in his estimation were much too high and agreed that we should make this request.

Would you please inform me personally of any steps or decisions taken in this regard.

Thank you,

Vernon J. Marks
City Councilman

RECEIVED
COUNTY & CITY SECTION
SEP 14 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☐ UE
☑ RPE ☑ CE ☐ RE ☐ RPE ☐

7947 Steward Creek-Gore Creek 1973
(Medford) Sec., Rog. V. Hwy.
(Grading, paving and tr. signals)

C*A 4770 6-6-73
C*A 4820 9-24-73

7947

D C yellow K

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 15, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $1,162.50 will be made to M. C. Lininger & Sons, Inc. on Contract No. 7947 for work on the Steward Creek-Gore Creek (Medford) Section of the Rogue Valley Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $86,239.72 including the post-final payment. Of the total $192.08 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

llg

cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7947

March 13, 1975

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7947 for work on Steward Creek-Gore Creek Section of the Rogue Valley Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 15 1/2 days is granted, which will delete all liquidated damages. This is because of added work on price agreements and utility adjustments.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
Vern Skoog
Alfred Shirley

JAB:fr dpy

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 11, 1975

FILE: CON 5 #7947

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Steward Creek-Gore Creek Section
Contract No. 7947
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

M. C. Lininger & Sons, Inc. request a 15-1/2 day time extension because of added work (including 5 added price agreements) and alleged excessive rainfall. This project covered signal and channelization work in the vicinity of the Harry & David Processing Plant on the Rogue Valley Highway. Bids were first called for August 23, 1973 and no bids were received. The project was readvertised and two bids were received September 27. This was too late in the season to attempt to accomplish the work yet that year. Since it included new signal work, at least 150 days were required for that item anyway. Harry & David Orchards provided the funding for the project and it was their wish that work not be in progress during their pear harvesting in the fall and rose processing and shipping during the winter, so the special provisions prohibited the start of grading work until March 1, 1974. The 150 days allowed expired June 21, 1974. The project was substantially completed about one week later. Signal work was the last thing completed (loop amplifiers and epoxy patching). Work added by the several price agreements and the conflicting utility work added (partly reimbursed by others) amount to almost $6,000. This is a significant addition for a project of this size (contract amount is $79,050).

We concur with the Resident and Region recommendation for the 15-1/2 day extension which will delete all liquidated damages, which accrued at the rate of $75 per day. This was a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Contract Payments

RECEIVED
MAR 12 1975
Office of
Assistant State Highway Engineer

E-320 (Rev.)—5M--9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Feb. 11, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calander workdays from 150 days to 165½ days, within which to complete our Contract No. 7947, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(See attached)

Respectfully submitted,

M. C. Lininger & Sons Inc.
Contractor

By Rodney B. Miller
Rodney B. Miller

CONSENT OF SURETY

Date February 13, 1975

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. DUREN, Attorney-in-fact

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Resident Agent 1020 Georgia Pacific Building
Portland, Oregon

By Ethel Wold
Resident Agents For Oregon

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7947 Contractor M. C. Lininger & Sons, Inc.

Highway Rogue Valley

Section Steward Creek-Gore Creek

Kind of Work Grading, Paving & Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 15-1/2 day time extension of contract time due to added work (5 added price agreements and utility adjustments).

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

LINDMARK

February 10, 1975

1. May 7, 1974- Price Agreement #1- Added 450 l.f. of 10" irrigation pipe. We actually laid a total of 477 l.f.

2. April 26, 1974- Price Agreement #2- Special junction box added to contract.

3. May 15, 1974- Price Agreement #3- Additional work requested by Harry and David. Required additional excavation, base rock and paving.

4. June 17, 1974- Price Agreement #5- Not initiated until June 17, 1974.

5. June 14, 1974- Price Agreement #6- Approval to proceed with this change not received until June 19, 1974.

6. Fire Hydrant and Water Line (See attached letter dated April 5, 1974.) Scheduled construction work had to stop so that new water line could be installed and fire hydrant could be moved. Work started on April 5, 1974 and required all or part of 5 workdays.

7. Much higher than average rainfall amounts for the Fall of 1973 and Spring of 1974 prevented orderly prosecution of the work due to unstable ground conditions.

Please note Predominate Weather on Weekly Statement of Calendar Day Charges for the following dates:

Nov. 4 to Nov. 10
Nov. 11 to Nov. 17
Nov. 18 to Nov. 24
Nov. 25 to Dec. 1
Feb. 24 to Mar. 2
Mar. 3 to Mar. 9
Mar. 10 to Mar. 16
Mar. 31 to Apr. 6

April 2, 1974

Mr. Gary Kennon
Oregon State Highway Department
P.O. Box 1148
Roseburg, Oregon

RE: Steward Creek-Gore Creek
Medford
Contract 7947

Dear Mr. Kennon:

In order to facilitate continuation of our work on the above referenced project, we propose to move the fire hydrant for a lump sum of Five Hundred Eighty Two Dollars ($582.00) and to install the new water line for a lump sum of One Thousand Five Hundred and Ninety Five Dollars ($1595.00).

If you have any questions, please contact us.

Sincerely,

Dale Linninger
Dale Linninger

cc/ Bill Maude
DL/jb

GENERAL CONTRACTORS, P.O. BOX 1145, MEDFORD, OREGON 97501 (503) 779-2303

7947

October 23, 1974

United Pacific Insurance Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 11, 1974, we wrote to you concerning release of final payment on Contract No. 7947 awarded to M. C. Lininger & Sons, Inc. for work on Steward Creek-Gore Creek (Medford) Section of the Rogue Valley Highway in Jackson County.

Final payment on this contract is $4,244.76 and the total contract amount is $85,077.22 including $192.08 for work performed under force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

rw

cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, Oregon

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 9, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM for Bruce Gallagher
C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7947, Work Completed July 10, 1974

Project Steward Creek - Gore (Medford)

Highway Rogue Valley, County Jackson

Type of Work Grading, Paving and Signals

Contractor M. C. Lininger & Sons, Inc.

Recommended Acceptance Date October 9, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

7947

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Steward Cr. - Gore Cr. (Medford)		WEEK ENDING: July 20, 1974
		SECTION PREFIX: 7911-900
HIGHWAY: Rogue Valley		COUNTY: Jackson
NAME OF JOB: Steward Cr. - Gore Cr. (Medford)	KIND OF WORK: Grading, Paving & Signals	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7947	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: March 25, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 165½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 110
PROJECT AUTHORIZATION: $ 110,772.07		
EXCLUSIVE OF ENGINEERING: $ 101,052.02	ENGINEERING AUTHORIZATION $ 9,670.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 101,052.02	ENGINEERING COST TO DATE $ 10,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 104 %	DATE PROJECT WAS COMPLETED: July 10, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.45	0.45			0.45
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.45	0.45			0.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,330	1,350			1,300
TOTAL QUANTITIES CORRECTED TO DATE	1,376	1,678			1,465
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,376	1,678			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Fair	0		
MONDAY 15	Fair	0		
TUESDAY 16	Fair	0		
WEDNESDAY 17	Partly Cloudy	0		
THURSDAY 18	Fair	0		
FRIDAY 19	Fair	0		
SATURDAY 20	Fair	0		

RECEIVED
JUL 22 1974

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Traffic signal controller quit working on Tuesday. District electrical crew worked on signals and specialist from Salem came down on Thursday and repair of controller was completed. (State forces only.)

This will be last weekly report for this project.

Project completed July 10, 1974.

SIGNED K C Allen LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

-7947

FORM 81-734.3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Steward Cr. - Gore Cr. (Medford)		WEEK ENDING: July 20, 1974
		SECTION PREFIX: 7911
HIGHWAY: Rogue Valley		COUNTY: Jackson
NAME OF JOB: Steward Creek - Gore Creek	KIND OF WORK: Traffic signal Installation	
CONTRACTOR: Sub Sims Electric	CONTRACT NUMBER: 7947	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT	DATE WORK STARTED: April 22, 1974 (Signals)	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: July 12, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Clear			
MONDAY 15	Clear			
TUESDAY 16	Clear			
WEDNESDAY 17	Cloudy			
THURSDAY 18	Partly cloudy			
FRIDAY 19	Partly cloudy			
SATURDAY 20				

Keasey Bond Jackmond Harwood Johnson Walker Darling Strickland Green Berg

RECEIVED
JUL 22 1974
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 14	No activity all week
MONDAY 15	
TUESDAY 16	
17 WEDNESDAY	
THURSDAY 18	
FRIDAY 19	
SATURDAY 20	

REMARKS

Status: Project complete except for pole plombing, painting the controller cabinet and misc. pickup items, signals activated July 11, 1974, subject to final inspection.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#7947

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 25, 1973

Mr. J. D. McGinnis, Manager
Medford Irrigation District
1340 Meyers Lane
Medford, OR 97501

State-Medford Irrigation
District Agreement
Stuart Cr.-Gore Cr. (Medford) Sec.
Rogue Valley Highway
Jackson County

Dear Mr. McGinnis:

Attached for your records is a fully-executed copy of the above-captioned agreement.

We have retained a fully-executed copy of this agreement in the Highway Division files.

Very truly yours,

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

bc: H. S. Coulter

NOTED
H.S.COULTER

7947

October 22, 1973

M. G. Lininger & Sons, Inc.
Box 1143
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7947 for work on the Stanard Creek-Core Creek Section in the City of Medford on the Rogue Valley Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Bill Brown

794.7

5

Salem, Oregon
September 24, 1973

Agenda Item 1k
September 19 Commission meeting

J. B. Boyd
Right of Way Engineer

MISC. CONTRACTS and AGREEMENTS No. 41820

Attached are two copies of an agreement with Medford Irrigation District for reconstruction of irrigation facilities which conflict with Steward Creek-Gore Creek (Medford) Project on the Rogue Valley Highway in Jackson County.

It is my understanding that you will transmit the fully executed original to the District and keep the xerox copy for your files. We have retained a fully executed copy for the Transportation Commission's files.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 10, 1973

Oregon Transportation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

AGENDA
SEP 19 1973
I K

State-Medford Irrigation District Agreement
Stewart Creek-Gore Creek (Medford) Section
Rogue Valley Highway
Jackson County

Your approval is requested to enter into an agreement with Medford Irrigation District for reconstruction of irrigation facilities which are in conflict with the Steward Creek-Gore Creek (Medford) project.

The agreement calls for the consruction of two diversion boxes and the installation of approximately 325 feet of 15 inch irrigation pipe. The estimated cost of this work is $4,000, which amount is included in the contract.

The Medford Irrigation District will be responsible for both the structural and operational maintenance for all of its facilities adjusted or relocated by the provisions of this agreement. In the event future adjustments of the District's facilities covered by this agreement are required by the State, such adjustments will be performed at the State's expense.

I will recommend your favorable consideration at the meeting on September 19.

JB:HA

cc: George M. Baldwin
C. W. Head /w/ atts.
F. B. Klaboe
Gary Sund

NOTED
C. W. HEAD

(A)
2 COPIES TO BE SIGNED
By Klaboe

7947

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 24, 1973

TO MEMORANDUM TO THE FILES

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Steward Creek-Gore Creek (Medford) Section
Rogue Valley Highway

Mr. Shirley called on August 24 concerning a meeting with Mr. Glen Harrison of Harry and David Orchards in Medford. He advised Mr. Harrison that we would readvertise the signal and channelization project for a September 27 contract letting.

Pear harvesting is now in progress and will last until December 1. Roses will be processed and shipped from December 1 through February 15, 1974. Mr. Harrison requested that no grading work be permitted on this project until after March 1, 1974. While Mr. Harrison is concerned about the $98,000 he has on deposit with the Highway Division he accepts this as one of the problems of doing business.

It is Bud Shirley's recommendation that we go ahead with the contract letting on September 27 but specify no grading work until after March 1, 1974. This would allow enough time for the contractor to order and supply the signal equipment if this seemed desirable. Present plans are for State supplied signal equipment.

JHV:jh
cc: E. S. Hunter
Bud Shirley
C. G. Swenson

NOTED
F. B. KLABOE

Fred
For info.
EAH

start grading
March 1
Complete by
June 30

7947

FORM E-30

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 21, 1973
Salem, OR

NOTED
H. S. COULTER
Approved 8-29-73
Asst. State Hwy. Engr.

To: Mr. J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: State-Medford Irrigation District Agreement
Steward Creek-Gore Creek (Medford) Section
Rogue Valley Highway
Jackson County

Attached is one copy of the subject agreement for the reconstruction of the District's irrigation facilities which are in conflict with this project.

The work consists of the construction of two diversion boxes and the installation of approximately 325 feet of 15" irrigation pipe. The estimated cost of this work is $4,000 which is included in the contract.

The District will be responsible for both the structural and operational maintenance of all of their facilities adjusted or relocated by the provisions of this agreement. In the event future adjustments of the District's facilities, covered by this agreement, are required by the State, such adjustments will be performed at the State's expense.

This document has been approved by the Department of Justice, the Design Section, and the Utility Unit of the Right of Way Section. Please place this on the agenda for the Commission Meeting of September 19.

Phil G. Preston
Utility Special Studies Engineer

PGP:db
Enclosure
cc: H. S. Coulter (with duplicate counterparts for approval)

RECEIVED
AUG 28 1973
Office of
Pendleton State Highway Engineer

8-24-73
signed agreements
to Utility

7947

Fred Klaboe

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. Glenn Harrison
Harry & David Bear Creek Orchards
2518 S. Pacific Highway
Medford, Oregon 97501

June 27, 1973

Dear Mr. Harrison:

After discussing this matter with Mr. Fred Klaboe, State Highway Engineer, Salem, I was authorized to return your check No. 07270 dated June 5, 1973, in the amount of $98,000.00

The only stipulation is that you re-write the check for the same amount during the first week in July 1973, as promised in your office June 27, 1973.

Very truly yours,

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

GLC/jw
attach
cc Fred Klaboe ✓

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7947

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 21, 1973

TO Fred B. Klaboe
State Highway Engineer
BUILDING

Noted
GEORGE M. BALDWIN

FROM David G. Talbot
State Parks Superintendent

SUBJECT City of Medford
Harry and David Orchards

On June 19 Gary Woodring, Director of Parks and Recreation for the City of Medford, called to indicate the City's interest in pursuing the Harry and David, Inc., park proposal. The new city manager is quite interested and wishes to discuss the matter further. I'll pull out of the project at this point unless you want any help from our Branch.

DGT:jn

cc: George M. Baldwin

RECEIVED
JUN 22 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7947

FORM E-30 SOM 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1973

Noted
GEORGE M. BALDWIN

To: The File

SUBJECT: Harry and David Orchards
City of Medford

On June 12 discussion was held with Glenn Jackson and Fred Klaboe on the above subject. Klaboe indicated that Harry and David and Highway had reached an agreement regarding an improvement on the highway to benefit Harry and David for something like $100,000. Harry and David are willing to pay that amount. Harry and David subsequently contacted Highway with the proposition whereby they would be interested in conveying a 60-acre tract of land in suburban Medford for park purposes at an estimated value of $3-400,000, if the state would pay for the road improvements. I indicated that it probably would not be a state park, but it would likely be of considerable value to the City of Medford. During the discussion that followed, Mr. Jackson suggested that I contact the City of Medford people to see if they would be interested, the tentative deal being that we could convey the 60 acres to the City and they in turn would pay the sum of $90,000+ to the state, either immediately or over a period of time, out of gasoline tax allocations.

I called Gary Woodring, Director of Parks for Medford, and described the project to him. He was very interested and indicated that he would take the matter up with the City Manager on a confidential-tentative basis and get back to me as soon as possible--within a day or so. I indicated that I would like him to keep the matter confidential and that if it should look as if the project would move forward, it would likely be handled through the normal channels--the regional office, etc.

David G. Talbot
State Parks Superintendent

DGT:jn

cc: George M. Baldwin
Fred B. Klaboe

RECEIVED
JUN 15 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7943

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 8, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

MISC. CONTRACTS and AGREEMENTS No. 4270

SUBJECT **Letter Form Agreement**
Harry & David Bear Creek Orchards

In compliance with a request from Harry and David Bear Creek Orchards, the State Highway Commission proposes to enter into an agreement with them covering construction of left-turn refuges, channelization, and traffic signals for two access points on the Rogue Valley Highway (No. 63). The cost of this project is estimated to be $98,000, which includes 12 1/2 percent for engineering and contingencies.

The agreement provides that Harry and David, upon execution of the agreement, shall deposit their check or warrant for $98,000. Their participation is limited to that amount.

Harry and David shall relocate all private- and public-owned utilities and dedicate to the State a 10-foot strip of right-of-way and a 5-foot construction easement necessary for the construction of the project.

This agreement was approved by Chairman Jackson on June 7, 1973, and will be on the agenda for confirmation at the July 10 meeting.

Gary Sund

ESH:jf dpy

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. E. Skoog
J. H. Versteeg
C. T. Keasey
L. H. Young
L. E. George
A. J. Shirley

June 8, 1973

Harry and David Bear Creek Orchards
2518 S. Pacific Highway
Medford, Oregon 97501

MISC. CONTRACTS and
AGREEMENTS No. 47170

Gentlemen:

Attached is a fully executed copy of a letter form agreement for the purpose of constructing left-turn refuges, channelization and traffic signals for two access points to Harry and David Bear Creek Orchards on the Rogue Valley Highway. You will note that the Exhibit A is missing, however, we trust that a copy of this exhibit was attached to the agreement mailed to you on June 4 by E. S. Hunter. If not, please let us know and we will send you a copy of this exhibit.

This agreement was formally approved by the Highway Commission on June 7, 1973.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Klaboe

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 4, 1973

Harry & David Bear Creek Orchards
2518 S. Pacific Highway
Medford, Oregon 97501

Gentlemen:

Letter Form Agreement
Harry & David Bear Creek Orchards
Rogue Valley Highway No. 63

Attached for your records is a fully executed copy of a letter form agreement for the purpose of constructing left turn refuges, channelization and traffic signals for two access points to Harry and David Bear Creek Orchards on the Rogue Valley Highway No. 63.

The project will be advertised this week and bids will be received June 28, 1973.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

Attachment

bc: F. B. Klaboe
A. E. Johnson
Vern Skoog w/att.
J. H. Versteeg w/att.
C. T. Keasey w/att.
L. H. Young w/att.
L. E. George w/att.
Alfred Shirley w/att.

Approved
GLJ 6/7/73
by FBKlaboe

jf

7947

E. S. Hunter
S

OREGON STATE HIGHWAY DIVISION

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. Glenn Harrison
Senior Vice President
Harry and David
Bear Creek Orchards
Medford, Oregon 97501

June 1, 1973

Dear Mr. Harrison:

The State Highway Commission has decided to cancel its scheduled Bid Opening dates of June 7 and 21 and combine them at a June 28, 1973, meeting. This, then will affect your project.

We must have a minimum of 3 weeks to advertise such projects. We are confident, at this time, that bids will be opened on your project June 28, 1973.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

GLC/jw

cc E. S. Hunter ✓
J. H. Versteeg
L. E. George
George Thornton

NOTED
E. S. HUNTER

RECEIVED
JUN 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7947

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 30, 1973

TO MEMORANDUM TO THE FILES

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Harry and David Access
Rogue Valley Highway
Jackson County

We do not have a signed agreement with Harry and David on the proposed signalization project. Mr. Glen Harrison, their representive, was awaiting word from the Highway Commission on their proposal for cost sharing.

I advised Mr. John Sheldrake on May 30, 1973, that the cost estimate for this project was $120,514.30 rather than the $98,000 figure supplied to Harry and David. Mr. Sheldrake will contact Mr. Harrison and explain the Commission's decision on cost sharing and the amount of the final estimate.

JHV:jh
cc: E. S. Hunter
Bud Shirley
V. D. Wolfe
L. E. George
A. L. Severson

NOTED
E. S. HUNTER

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7947

Salem, Oregon
May 29, 1973

Highway Commission Action
May 29, 1973 Meeting

R. N. Bothman	Gene Huntley
J. B. Boyd	John C. Jenkins
L. E. George	Walter L. Barrie
J. H. Versteeg	D. H. Moehring
W. J. Hart	C. W. Head
C. T. Keasey	V. E. Skoog
L. H. Young	D. G. Talbot
H. S. Cox	V. D. Wolfe
R. P. Hamilton	Gary Sund
R. E. Royer	

All items on the agenda for the subject meeting were approved.

In addition, the following NOA items were reported on by the Highway Engineer and the Commission took the indicated action:

1. Approved the request of Ed Calkins to dig for treasure trove on the Oregon shore south of Cape Lookout in Tillamook County, and instructed the Secretary to sign the park excavation permit.

2. Reviewed a request from the owner of Harry and David Orchards in Medford asking the Highway Commission to share in the widening of ORE99 to improve the access to the Company's fruit processing plant. The request was denied on the basis that all the highway work, including widening of ORE99, improvement of access to the fruit processing plant, and the installation of an additional signal, was occasioned by the expansion of the processing plant. This reaffirms the Commission policy whereby highway improvements necessary solely to serve adjacent property developments will be at the expense of the property developers.

3. Reviewed the proposal of the ✗Bureau of Reclamation and Union County for development of a state park on Catherine Creek in conjunction with the Bureau of Reclamation reservoir project. The Commission reaffirmed the Highway Division staff's previous recommendation to not enter into this agreement based on the Parks staff analysis that the property involved did not meet the criteria for a state park.

✗Corps of Engineers

7947

Versteeg

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 25, 1973

To: MEMO TO FILE

SUBJECT: Harry and David Project
Rogue Valley Hwy-South of Medford
Steward Creek-Gore Creek (Medford)
Jackson County

Mr. Glenn Harrison of Harry and David Bear Creek Orchards called May 25, 1973, and advised that he had on May 22, 1973, been at a board meeting of a Savings & Loan Company and had met Mr. Anthony Yturri, Ontario, Highway Commissioner, and had brought up the possibility of the State sharing a portion of the cost of their proposed project.

He stated he was advised to contact Mr. Glen Jackson, Commission Chairman.

Mr. Harrison advised that he had this date, May 25, 1973, contacted Mr. Jackson to determine if a decision had been reached and Mr. Jackson had indicated the policy would be discussed at a Tuesday Commission meeting May 29, 1973.

Mr. Harrison, therefore, was holding off signing the agreement until advised of the outcome.

Glen L. Clark

GLEN L. CLARK
Region Traffic Engineer

GLC/jw

cc L. E. George
J. H. Versteeg

NOTED
E. S. HUNTER

RECEIVED
MAY 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REG. MAINT. ENGR.
MAY 25 1973

1 Versteeg
A. Olson
V Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 29 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

79417 5-25-73 S

NOTED
F. R. KLABOE

LRW RSB 179 5-25-73 2-30 PM

FRED KLABOE

GLEN HARRISON OF HARRY AND DAVID JUST CALLED GLEN CLARK TO REPORT CONTACT WAS MADE THROUGH ANTHONY YTURRI ON THE SIGNAL COST SHARING MATTER. APPARENTLY MESSRS HARRISON AND YTURRI ARE BOARD MEMBERS OF THE SAME SAVINGS AND LOAN FIRM IN PORTLAND. HARRISON HAS CALLED MR JACKSON, WHO ADVISES COMMISSION WILL DISCUSS THIS MATTER AT NEXT TUESDAY,S MEETING. AGREEMENT WILL NOT BE SIGNED UNTIL AFTER TUESDAY COMMISSION MEETING PENDING RESULTS.

JOHN W SHELDRAKE

CWA.

7 9417 5-23-73 3

LRW RSB 161 5-23-73 3-48 PM

F B KLABOE

WE ARE ADVISED THAT HARRY AND DAVID MISUNDERSTOOD, THINKING THAT, TO ACCELERATE TERM OF CONTRACT, STATE WAS OFFERING TO FURNISH SIGNAL HARDWARE TO CONTRACTOR AT STATES COST AND NOT HARRY AND DAVIDS COST. GLEN HARRISON JUST CALLED AND SAID HE WOULD ADVISE OF THEIR DECISION ON SIGNING THE AGREEMENT TOMORROW. THIS MISUNDERSTANDING APPARENTLY LED TO THEIR STATEMENT THAT THEY WERE READY TO SIGN.

J W SHELDRAKE

JWS.

NOTED
F. B. KLABOE

7947 5-15-73 S

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Steward Creek - Gore Creek (Medford Section)
Highway: Rogue Valley (FAR 3)
County: Jackson
Prefix: 15-1403

Res. Engr. Earl G. Purdy
Approx. Length 0.30+ mile
Sta. 467+ to Sta. 483+
Date May 15, 1973

Mean Truck A.D.T. 588
Traffic Coefficient 8.9
18 kip s. a. per day 123.0

Annual Precipitation 17"+
Frost Penetration - - -
CBE Total Requirement 29.5"

(1)

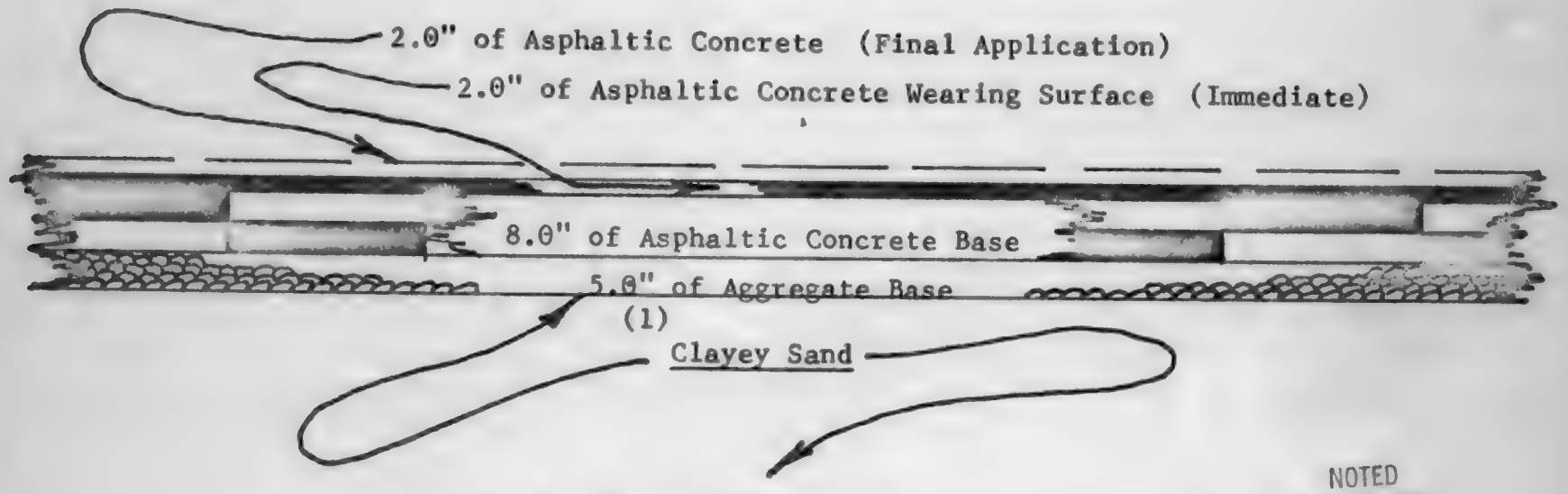
Typical Soil	
24	LL
8	PI
87	%P 10
56	%P 200
13	% Gravel
9	% C Sand
21	% F Sand
35	% Silt
21	% Clay
7	R Value
A-4	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
4.0	2.0	A.C.W.S. (I.)
16.0	8.0	A.C.B.
5.0	5.0	A.B.
29.0	17.0	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
8.0" of Asphaltic Concrete Base
5.0" of Aggregate Base
(1)
Clayey Sand

See Page 2 for remarks.

NOTED
E. S. HUNTER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
MAY 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by E. G. Purdy
Base Design Engineer

Recommended by [illegible]
Engineer of Materials and Research

Recommended by [illegible]
Location Engineer

Approved by E. S. Hunter
Asst. State Highway Engineer

SECTION: Steward Creek - Gore Creek (Medford Section)

HIGHWAY: Rogue Valley (FAR 3)

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	2.0"	8.0"	---	8.0"	28.0"	18.0"
7.0 - 8.0	2.0"	5.0"	---	10.5"	24.5"	17.5"
6.0 - 7.0	3.0"	---	2.0"	13.5"	21.5"	18.5"
4.8 - 6.0	2.0"	---	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	---	2.0"	7.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.8 and a C.B.E. Requirement of 25.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Steward Creek - Gore Creek (Medford Section)

HIGHWAY: Rogue Valley (FAR 3)

COUNTY: Jackson

12,600 Present ADT (19 73)

3.3 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	265	1.8	477	371	450	166,950
3	85	1.8	153	119	1000	119,000
4	20	1.8	36	28	1250	35,000
5	50	1.8	90	70	3180	222,600
6	--	---	---	--	2570	- - - -
				588	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 543,550

TWENTY YEAR EWL 10,871,000

TRAFFIC COEFFICIENT 8.9

SECTION: Steward Creek - Gore Creek (Medford Section)

HIGHWAY: Rogue Valley (FAR 3)

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C., Asphaltic Concrete, or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a problem.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project (0.30 Mi.)

Traffic does not warrant the use of C.R.P.C.C.

7947

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

~~April 26, 1973~~ 5-2-73

To: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Harry and David Access
Rogue Valley Hwy No 63
South of Medford
Jackson County

1039

Survey data on subject section is being transmitted to the Road Design Section with request to prepare plans.

The third paragraph in attached letter from Glenn Clark and approved by John Sheldrake indicates a policy decision will be required regarding the 12-1/2 percent engineering and contingency item for contract. Also, there appears to be a question as to who should prepare the project agreement with Harry and David.

Your advice will be appreciated.

5-2-73
Vic Wolfe

Victor D. Wolfe
Location Engineer

Developer to pick up all Const. & Const. Engr. Costs. Must deposit money with agreement. Letter agreement will probably do.

GCW:jp
Attach
cc J. H. Versteeg (w/att)

ES Ht
cc Skoog
Shirley
Young.

5-3-73
original to Wolfe

RECEIVED
MAY 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGR...

7947

FRED B. KLABOE

→72 000 [illegible]
→98 00 [illegible]

38000 g + p
60000 [illegible]

75 % g + p to [illegible]
25 % [illegible]

25% of 28,500 = $7100
7800

Const Sign.
1500 ft x 10' R/W
75% @ $1.00/ft
25% [illegible]

2800

$17,700

$98000
17 700
$80300

82% [illegible]
18% [illegible]

FRED B. KLABOE

No warrant for arrest
no benefit from appeal
Close up 1000' detail ✓
reduced amount by appeal ✓
no benefit for interruption
13.7% of ADT Rural Town
138/week
stop 1/2 8 Hwy
5.6% of ADT Town
- Remove, correct violation
at the scene. Issue
again -
- Jr. deal like cut throat -

7947

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 25, 1973

To: Mr. Frank Hall
Road Design Engineer

SUBJECT: Harry and David Access
Rogue Valley Highway 63
Jackson County

Transmitted herewith plans for Harry and David access, Rogue Valley Highway.

Also attached is a memo to the file over the signature of Glen L. Clark pertaining to the subject.

Please note Mr. Hunter's handwritten note on the bottom of the page. Please prepare necessary plans to determine that portion which could be charged to betterment and keep County-City advised so that they can prepare the necessary agreement in line with Mr. Hunter's note.

Victor D. Wolfe
Location Engineer

Attachments

VDW:mc

cc E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
APR 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7747

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

April 18, 1973

RECEIVED
APR 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CO

To: MEMO TO FILE

SUBJECT: Harry and David Access
Rogue Valley Hwy No. 63
South of Medford
Jackson County

1039

On Tuesday, April 17, 1973, Alfred Shirley, Jr., Regional Engineer, John W. Sheldrake, Region Maintenance Engineer, George Thornton, District Engineer, and the writer met with Mr. Glenn Harrison, Senior Vice President of Harry and David Bear Creek Orchards to discuss the current status of their access design. Mr. Harrison had been promised a meeting as soon as certain details had been resolved; such as, utility adjustment requirements, updated cost estimate, etc.

The plan changes made were required by the elimination of the Heitkamp access opposite the new southerly access, additional drainage design, etc.

Mr. Harrison was advised that a firm decision had been made by our Salem office; that the Highway Division would let the contract and accomplish the engineering. We reaffirmed that Region Office had agreed to pick up the preliminary engineering done up to contract preparation. We indicated that Salem would charge for plan preparation and specification writing. This cost had not been discussed between Mr. Harrison and the writer previously. Mr. Harrison was advised that a charge for engineering would be added to the contract (12½%). He asked that consideration be given to our cooperating in this project in at least the engineering cost stated (12½%). It was promised that we would ask our Salem office, but did not think this would be possible.

It is recommended the State pay for all the items covered by the Authority for Survey, and that, the total contract including engineering be paid for by Harry and David.

4-20-73 original & map to Wolfe

We then discussed the unit costs and agreed to review them in relation to current costs in the local Medford area.

John W. Sheldrake
Rm

Dei
Ols follow up quickly so work can be done this summer.
Draw up agreement and require deposite. ~~I~~ I would like to limit our participation to Engr. & Betterment (Discuss)

It was promised that every effort would be made to get plans ready for the May letting.

By a copy of this letter, I am asking L. E. George, Traffic Engineer, Salem, to please prepare plans and cost estimates for the two signals to be operated by one 3 phase Solid State Controller. It was suggested to Mr. Harrison that it might be possible for the State to supply a suitable controller to the contractor, if this was the only holdup in completing this contract before the heavy fruit processing season at the end of August.

By a copy of this memo, I am asking Victor D. Wolfe, Location Engineer, Salem, to prepare contract plans for this project, other than the traffic signal.

It is suggested that E. S. Hunter, Assistant State Highway Engineer, consider the question posed by Mr. Harrison regarding the State contributing the normal engineering cost as explained above.

It was indicated also, that, an agreement would be required stipulating when the funds were required, Harry and David could reject the low bid, and all the other items required.

Glen L Clark

GLEN L. CLARK
Region Traffic Engineer

GLC/jw

cc E. S. Hunter
L. E. George
Victor D. Wolfe
H. S. Cox
George Thornton

AUTHORITY FOR SURVEY

Section ..... Harry and David Orchard ..... Date ..... February 14, ... 10 73

hway ..... Rogue Valley No. 63 ..... Authorization No. 1

County ..... Jackson ..... Survey Prefix 13-1103
(Assigned by Salem office)

Description of termini, route, length, etc.: The northerly terminus of this project is M.P. 8.92. The southerly terminus is M.P. 9.40 which north of Phoenix 1.84 miles. The total length of the project is 0.48 mile.

Purpose of survey: To prepare plans, estimates and specifications for widening the existing roadway and constructing concrete curb on one side, reconstruct 1 road approach and construct 2 road approaches and install signalization at 2 intersections.

Estimate of cost:

Field (901)	$1,340
Plans (905)	210
Traffic (911)	400
Utilities (914)	160
Specifications (921)	90

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,200

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Request made by:

..... Field Engineer

Recommended for Approval:

..... Location Construction Engineer

Recommended for Approval:

..... Division Engineer

Approved:

Aug 1 .....
State Highway Engineer

State Printing Dept. 32069

OFFICE ENGINEERING SECTION
P. E. APPR. ..... BEN GIFFORD

QUANTITY AND COST SUMMARY

E. DAVID — HIGHWAY: ROGUE VALLEY

ON — PREFIX: 15-1403 — APRIL 1973

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
PROTECTION & DIRECTION OF TRAFFIC	Lump Sum	All		All	1,000.00	1,000.00
OF STRUCTURES & OBSTRUCTIONS	Lump Sum	All		All	500.00	500.00
EXCAVATION	CU. YD.	1,385	140	1525	3.50	5,337.50
EXC.	CU. YD.	16	2	18	7.00	126.00
OF PCC CURB	LIN. FT.	310	30	340	1.00	340.00
CONCRETE ISLAND	SQ. YD.	600	60	660	1.25	825.00
TE BASE	TON	1757	178	1935	3.50	6,772.50
E	M-GAL.	50	5	55	3.00	165.00
3" A.C. MIXTURE (INCLUDES ASPHALT CEMENT)	TON	847	87	935	13.50	12,622.50
CULVERT PIPE	LIN. FT.	24	2	26	5.50	143.00
CULVERT PIPE	LIN. FT.	12	2	14	7.00	98.00
CULVERT PIPE	LIN. FT.	6	2	8	8.50	68.00
	EACH	1	-	1	450.00	450.00
INLET, TYPE G-1	EACH	1	-	1	225.00	225.00
ONHOLE (TELEPHONE COAXIOL CABLE)	EACH	1	-	1	125.00	125.00
DIVERSION BOXES	EACH	2	-	2	500.00	1,000.00
CURB, TYPE C	LIN. FT.	1650	165	1815	2.00	3,630.00
SUBTOTAL						33,421.00

QUANTITY AND COST SUMMARY

OJECT: HARRY & DAVID HIGHWAY: ROGUE VALLEY

NTY: JACKSON PREFIX: 15-1403 April 1973

M O.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	P
	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	Lump Sum	All		All	1.0
	REMOVAL OF STRUCTURES & OBSTRUCTIONS	Lump Sum	All		All	5
	GENERAL EXCAVATION	CU. YD.	1,385	140	1,525	
	TRENCH EXC.	CU. YD.	16	2	18	
	REMOVAL OF PCC CURB	LIN. FT.	310	30	340	
	REMOVAL OF CONCRETE ISLAND	SQ. YD.	600	60	660	
	AGGREGATE BASE	TON	1757	178	1935	
	WATERING	M-GAL.	50	5	55	
	CLASS "B" A.C. MIXTURE (INCLUDES ASPHALT CEMENT)	TON	847	87	935	1
	12 INCH CULVERT PIPE	LIN. FT.	24	2	26	
	15 INCH CULVERT PIPE	LIN. FT.	12	2	14	
	18 INCH CULVERT PIPE	LIN. FT.	6	2	8	
	MANHOLE	EACH	1	-	1	2
	CONCRETE INLET, TYPE G-1	EACH	1	-	1	2
5	ADJUST MANHOLE (TELEPHONE COAXIAL CABLE)	EACH	1	-	1	1
	IRRIGATION DIVERSION BOXES	EACH	2	-	2	3
	CONCRETE CURB, TYPE C	LIN. FT.	1650	165	1815	2
	SUBTOTAL					

David

QUANTITY AND COST SUMMARY

HIGHWAY: ROGUE VALLEY

PREFIX: 15-1403 April 1973

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
SUBTOTAL BROUGHT FORWARD						
						33,427.50
FLAGGING						
STRIPING						2,000.00
UTILITY ADJUSTMENTS						600.00
SUBTOTAL						2,500.00
						38,577.50
CONTINGENCIES & ENGINEERING (20%)						
SUBTOTAL						7705.50
						46,233.00
SIGNALS & CONTROLLERS						
TOTAL						44,000.00
						90,233.00

QUANTITY AND COST SUMMARY

JECT: Harry & David HIGHWAY: Rogue Valley

NTY: Jackson PREFIX: 15-1403 April 1973

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	P
SUBTOTAL BROUGHT FORWARD					
FLAGGING					
STRIPING					
UTILITY ADJUSTMENTS					
SUBTOTAL					
CONTINGENCIES & ENGINEERING (20%)					
SUBTOTAL					
SIGNALS & CONTROLLERS					
TOTAL					

RECEIVED
FEB 13 1963
FOR FILING

7947

February 7, 1963

1039

Mr. Glenn Harrison
Harry and David Corporation
Medford, Oregon

Dear Mr. Harrison:

As suggested in your letter to me dated January 16, we have worked up a plan and estimate for widening the highway on the east side, opposite the entrance to your plant. The cost of this plan, exclusive of the additional right of way required, is estimated at $24,858. We are enclosing a sketch of the plan and a tabulation showing a breakdown of the cost.

The cost of widening on the west side, as shown on the plan forwarded to you with my letter of January 14, is estimated at $10,000, also exclusive of additional right of way needed.

If, after study, your company wishes to have one of these suggested plans constructed at your expense, I will recommend the appropriate plan to the Highway Commission for approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
I. A. DeFrance
L. R. Chandler
R. L. Lamnert

JAP:hl jw

FORM E-80X—50M—8-62 43000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 4, 1963

To: F. A. DeFrance
Maintenance Engineer
Salem, Oregon

Attention: V. H. Coffey

SUBJECT: Assignment No. 1039 - TE
Traffic Problems
Bear Creek Orchards

Forwarded herewith is a revised plan of handling traffic opposite the Bear Creek Orchards, south of Medford on the Pacific Highway.

As requested in your letter of January 24, we have revised the left turn islands and have widened the highway on the easterly side. The traffic pattern is the same as for the previous plan which called for widening on the west side. The estimate of cost necessary to widen on the east side, amounts to $24,858 as itemized on the attached sheet. The cost of widening on the west side was estimated to cost $10,000. Both estimates are exclusive of right of way.

It should be noted that the three items which raise the estimate considerably are coarse crushed material in the base, Class "B" A.C. and the removal and reinstallation of traffic signals. It should be noted that per Mr. Edward's letter of August 16, 1962, that all these improvements were to be at the owners expense.

John Quiner II

John Quiner II
Ass't. Division Engineer

JQII:lf
Attach.

Form 6-61

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

OREGON STAT HIGHWAY DEPARTMENT
January 1963
Project Location: HARRY & DAVID Co.
South of Medford, Rogue Valley Highway

STATE PRINTING

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Concrete Island Removal	Lin ft	740	75	815	1.00	815
2. Remove Concrete Curb	Ln ft	240	40	280	0.85	238
3. Gen Exc. (Unclassified)	Cu. Yd	800	80	880	1.50	1,320
4 Dr Exc. (Unclassified)	Cu. Yd	200	40	240	3.40	816
5. 12" Concrete Pipe	Ln. ft.	153	27	180	2.35	423
6. Coarse Crushed Mat'l in Base	Cu. Yd.	1,500	300	1,800	3.25	5,850
7. 3/4"-0 Crushed Mat'l in Base	Cu. Yd.	195	21	216	3.50	756
8. Class "B" Asphaltic Concrete	Ton	500	50	550	7.00	3,850
9. Concrete Curbs	Cu. Yd.	8	5	13	50.00	650
10. Asphaltic Traffic Markers	Ln ft.	875	125	1,000	1.00	1,000
11. Remove & Reinstall Traffic Lights	All				Lump Sum	6,500
12. Const Rd Approaches	Each	4	0	4	50.00	200
Subtotal						22,418
Adjust Poles						600
Engineering						1,840
Total						24,858

January 16, 1963

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Your letter of January 14th is here, Mr. Edwards,

along with your sketch showing proposed changes that would alleviate some of our traffic problems in the entrance to our plant.

Widening of the right-of-way north of our entrance on the west side would not present any particular problems as we have ample space to accommodate it; however, west of the island adjacent to our office building any widening would place the highway within the danger zone as far as accidents are concerned.

If our measurements are correct, the proposed extension of the right-of-way to the west by 10 ft. would bring it within 20 ft. of our building at the closest point. There have been several accidents in which cars have jumped the curb and come at least within a few feet of our building. With the margin of safety reduced another 10 ft., this might have permitted some of the vehicles to come in contact with our building.

The attached photograph taken just this morning shows tire marks on our lawn between the highway and our office building. While this may have been deliberate, the snapshot

Harry and David at Bear Creek Orchards, Medford, Oregon

serves to substantiate our feeling that it is not desirable that the right-of-way be any closer to the office than it is presently.

Along this area there are open fields to the east and it would appear that it would be desirable and logical to make any extension, should we desire to go ahead with it, in this direction.

You did not indicate how much cost would be involved in the proposed changes. If would be necessary to have this information before making a decision as to what we might want to do.

Many thanks for developing this information for us.

Cordially yours,

Glenn Harrison

Glenn Harrison

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JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1963
FOR FILING

11-7947

January 14, 1963

Mr. Glen Harrison
Harry and David Corporation
Medford, Oregon

Dear Mr. Harrison:

In August, you called me in regard to traffic problems at your plant entrance on 99W, south of Medford.

We postponed investigation until the plant was in full operation, with a maximum employed load. Upon making an investigation at this time it was found that very little could be done to improve operations at this intersection through changes in signal timing.

Conditions could be improved through widening of the highway on the westerly side, changes in the channelization to provide a longer left-turn lane for the south-to-west left turn and also revision of the channelization to provide a more adequate acceleration lane for traffic leaving the plant and proceeding northbound. These changes are shown on the attached sketch.

It is believed that when the freeway is completed to Ashland during the latter part of this year, highway traffic will decrease to the point where the problems at this location will not be too great. However, if your company wishes to have the changes made as shown on the attached plan at your expense, the State Highway Department will do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
R. L. Lambert
G. L. Clark

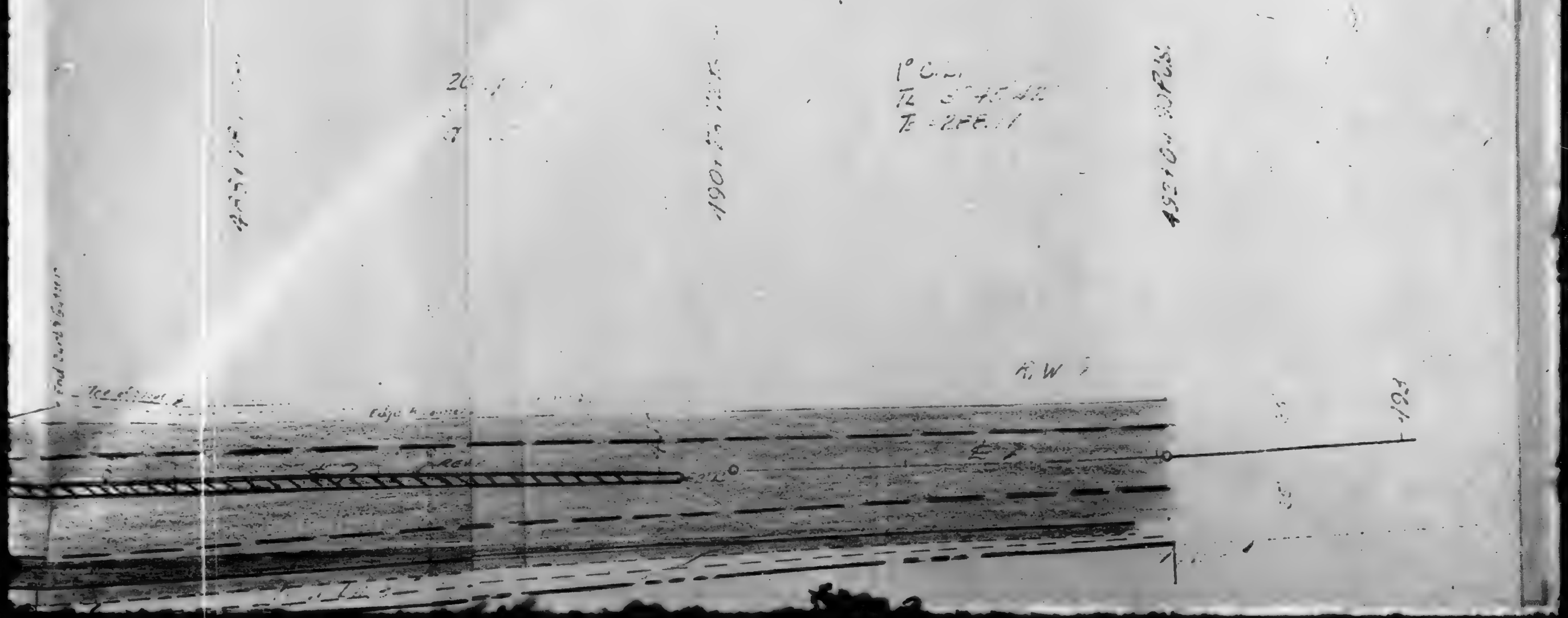
VPJ:pk jw

OREGON STATE HIGHWAY DEPT.

Topography Location Map

Medford — County Farm Sec.

U.S. 99 South of Medford — Jackson Co.



+90' Const. Rd. Appr.
Install 12" Conc. Pipe 24'

+50 Install 12" Conc. Pipe 33'

Remove Existing Island

+63

Curbing

T.P.

Remove Existing Island

185 Const Rd. Appr.
Install 12" Conc Pipe - 24'

415 Install 12" Conc Pipe - 27'

T. 38 S., R. 11 W., W.M.
Sec. 6 Scale 1" = 50'

T. 38 S., R. 1 W., W.M.
Sec. 5
Scale 1" = 50'

T. 38 S., R. 1 W., W.M.
Sec. 5, Scale 1" = 50'

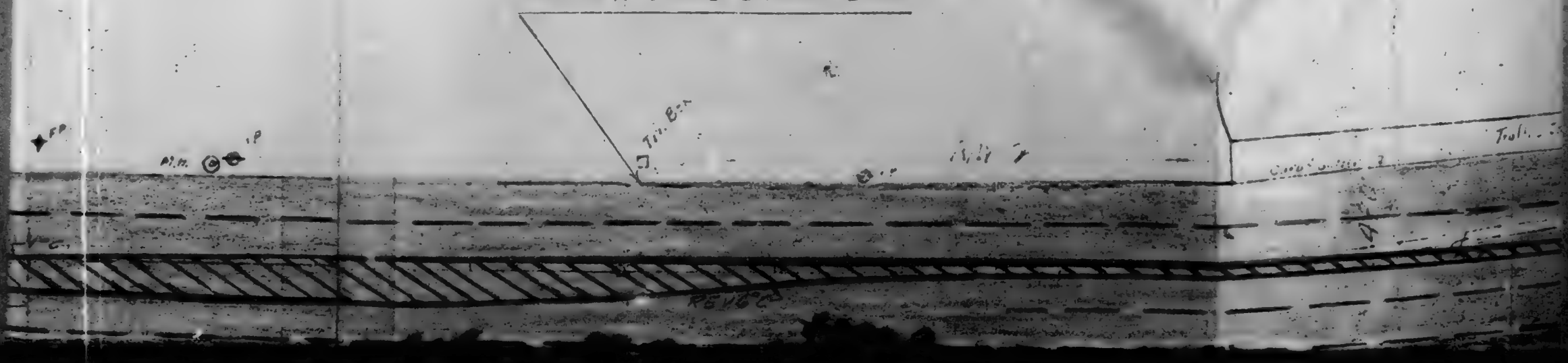
Remove Conc Curb - 240'
Const. Conc. Curb - 240'

REV 6"C

V Bottom Ditch

onst. 6" Shoulder Along Widning
nst 2' "V" Bottom Ditch Along Widning

Remove Conc Curb - 240'
Const. Conc. Curb - 240'



2'R
2'C
Const. 2' Bottom Ditch
Proposed R/w
Note: Const. 6' Shoulder Along
Cast 2' "V" Bottom Ditch

RECEIVED
JAN 25 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1963

12947

SUBJECT: Assignment: 1039-TE
Traffic Problems
Bear Creek Orchards

To:

L. R. Chandler
Division Engineer
ROSEBURG

Attached is a copy of a letter written by Glenn Harrison of Harry and David at Bear Creek Orchards, Medford, Oregon. Harrison's letter is in answer to a letter written by Tom Edwards on January 14, a copy of which was sent to you. Both letters concern improvement of traffic problems at the entrance to the Bear Creek Orchards south of Medford on the Pacific Highway.

Mr. Edwards recommended improvement by widening of the highway on the westerly side, a longer left-turn lane for the south-to-west left turn, and a longer acceleration lane for the north-bound traffic leaving the plant. Mr. Harrison doesn't approve of widening of the right of way to the west as he feels it would put the office building in a danger zone for accidents.

Mr. Harrison recommends widening of the right of way to the east for the additional width needed for the improvements recommended by Mr. Edwards. We would have to put a dog's leg in our alignment if we move to the east. Is widening on the east side practical?

Please submit estimate of cost for the proposed improvement. Report within two weeks if possible.

ORIGINAL SIGNED BY V. H. COFFEY

NOTED
TOM EDWARDS

V. H. Coffey
Safety Engineer

VHC:sw
Attachment

cc: Tom Edwards
R. L. Lemmert

RECEIVED
JAN 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

200' Spiral
Δ = 1° 30'
1° C.L.

1° C.L.
T_Δ = 3° 45' 42"
T = 288.17

490+25.72 P.C.

492+04 90.23'

Construct 6' Sh. 2

R.W.

193

35'

35'

2°C 2

1°C 2

Δ 2

Exp. Joint

Sta. 490

Sta. 492

Exp. Joint 2

Sta. 1

Δ 1

Δ 2

Δ Line 1

205'

95'

107'

Remainder of M.C.C. Island
Dave with A.C.

450 12" Cond. Pipe 24'
& Road Approach

CATCH BASIN TO CONN.
11 ACTUAL 10' Centers

OREGON STATE HIGHWAY DEPT.

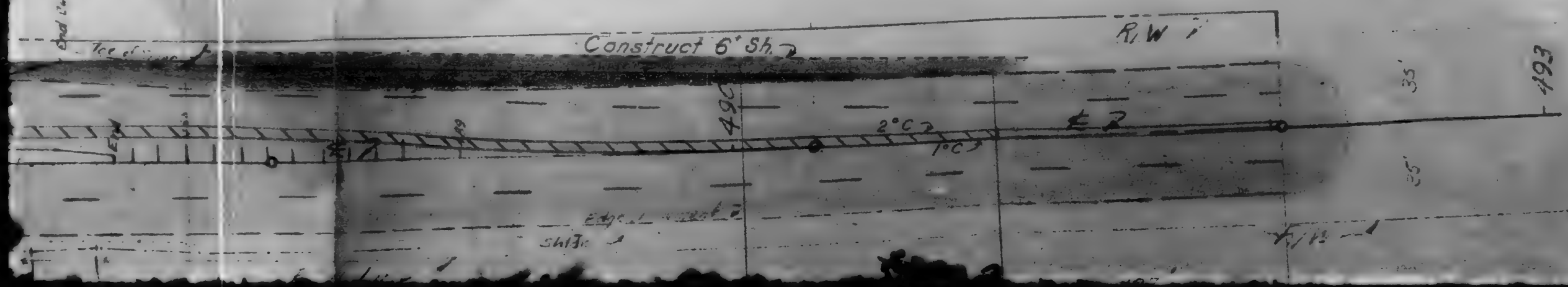
Topography Sketch Map
Medford — County Farm Sec.
U.S. 99 South of Medford — Jackson Co.

200' Spiral
S = 1°
Δ = C.C.

1° C.L.
T_A = 3° 45' 42"
T_E = 288.17

490+28.72 P.C.C.

492+04.90 P.T.



Sec. 5, Scale 1"=50'

160 Rd Hwy Sc

Over-Hanging Traffic Lights

Curb End

P.P.

M.H.

Curb & Gutter

End Curb & Gutter

Traffic Reg Light to Conc Traffic Island

Traffic Light

Traffic Island

Over Hanging Traffic Lights

Edge Pavement

Ditch

P.P.

R/W

153'

275'

200'

Remove Remo
and Pave wi

150 12" Conc Pipe 27'
No Rd Appr.

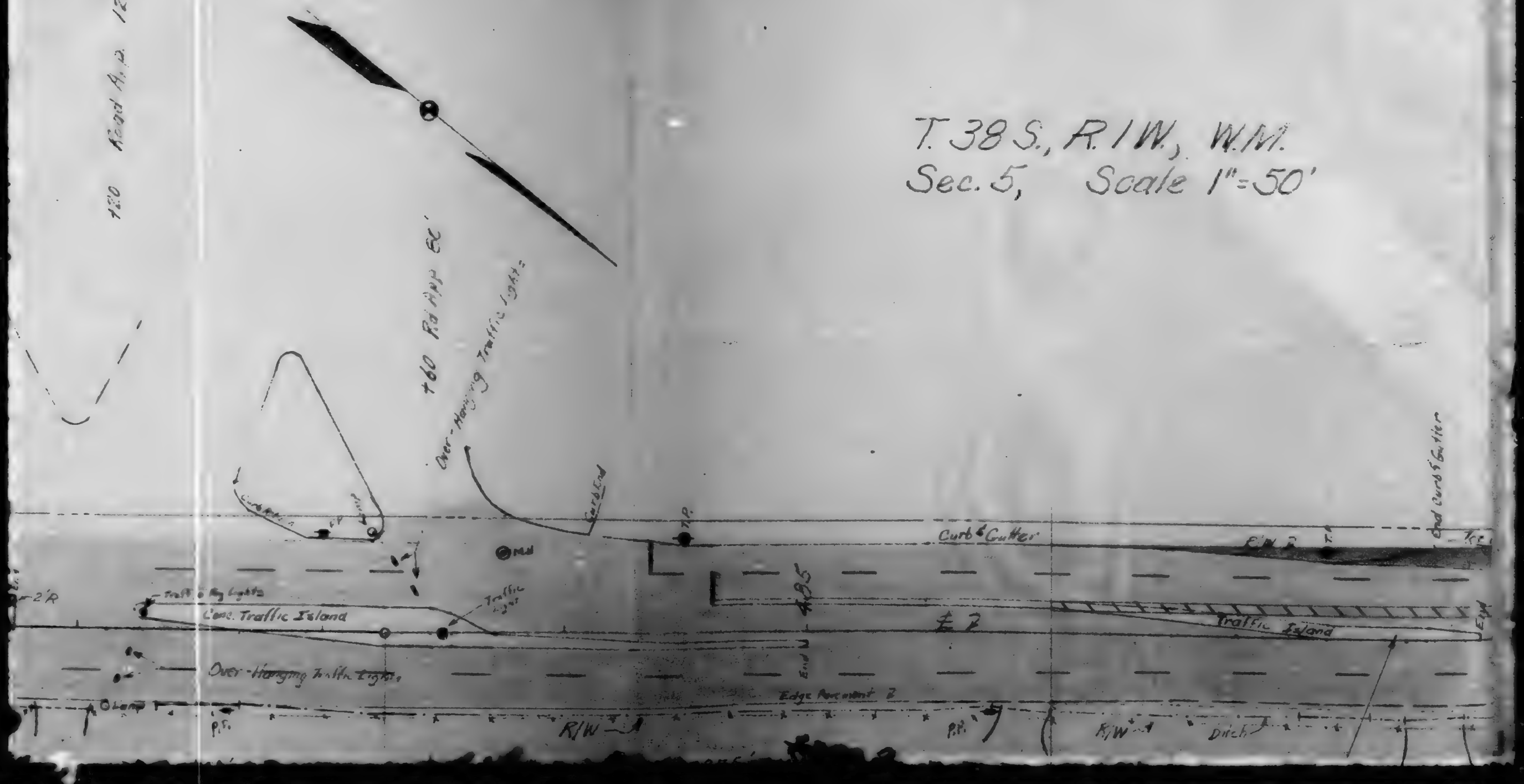
169+24.73
Δ0 41'00" Lt.

165 12" Conc Pipe 24'
@ 33° Rd App.

115 12" Conc Pipe 27'
No Road Appr.

150 12" Conc Pipe 24'
2 Road Approach

T. 38 S., R. 1 W., W.M.
Sec. 5
Scale 1" = 50'



T. 38 S., R. 1 W., W.M.
Sec. 5, Scale 1" = 50'

Parking Lot

120

Construct P.C.C. Curb

21' 86°

Traffic Island

Catch Basin

End

2'R

60'R

N. 36° 45' W.

12' 12' 12'

Traffic Beacons

Traffic Fog Lights

Cons. Traffic I

Over-Hanging

Edge Pavement

Ditch

R/W

P.I.

P.T.

195'

283'

153'

Remove Existing P.C.C. Island
and Pave with A.C.

+85 12" Conc. Pipe 21'
& Road Approach

+90 12" Conc. Pipe 24'
& Road Approach

+520 12" Conc. Pipe 33'
No Rd Appr.

Road Appr. 122'

Parking Lot

Construct R.C.C. Curb

Traffic Island

Catch Basin

Traffic Fog Lights

Conc. Traffic I.

Over-Hang

Edge Pavement

Ditch

R/W

P.P.

P.S.

Valve

N. 36° 43' W.

2'R

12'

15'

10'

55 Road Area

Proposed New R/W

R/W

1°RC

2°C

Ditch

Shade

83'

84'

210'

473
Proposed New R/W
55 Road Apx 25'
R/W
83'
84'
33'
33'
Curb
Edge Pavement
Edge Pavement
Ditch
Ditch
Ditch
Ditch
12'
12'
14'
12'
12'
2'C&G
1'RC
2'
6'

55 Road Alignment

Proposed New R/W

R/W

R/W

MH

T.P.

Edge Pavement

Shed

Ditch

C.P.

473

35'

83'

84'

55' Road Area
Proposed New R/W
R/W 2
473
Shelter
Shelter 2
Toilet
Shade
Curb

FORM E-30X—30M—8-61—

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 31, 1962

To: F. B. Crandall
Traffic Engineer

SUBJECT: Traffic Condition
Harry & David Corporation
Rogue Valley Highway
US99 - Highway No. 63

Herewith a report from Glen L. Clark, the Division Traffic Engineer, on the subject of the traffic conditions at the Harry & David Corporation, US99 South of Medford.

Mr. Clark has made investigations of the traffic at this point five different times, and his letter gives the results of his checks at those periods.

The signaling is evidently proper, the present acceleration lane is working fairly well, and the cost of construction which Mr. Harrison of the corporation wishes to have done is approximately $10,000. Mr. Clark's report also contains the accident data. As he states, the freeway when opened next year, will probably reduce the volume to approximately 9,000 from 14,000 before the opening.

Mr. Clark's recommendation is that Mr. Harrison be apprised of the existing conditions, and if they so desire they can proceed with the construction under appropriate and as per the attached plans. And I endorse his recommendation.

L R Chandler

L. R. Chandler
Division Engineer

LRC/mlp

Enclosure

RECEIVED
JAN 2 1963
TRAFFIC ENGINEERING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 13, 1962

To: L. R. Chandler
Division Engineer
O f f i c e

SUBJECT: Traffic Condition
Harry & David Corporation
Rogue Valley Highway - South of Medford
US99 - Highway No. 63

Attached is a letter dated August 16, 1962 from Mr. Edwards to you indicating that Mr. Glen Harrison of Harry & David Corporation had called and requested information concerning possible improvement of ingress and egress of their packing plant.

Mr. Putnam and I contacted Mr. Harrison on August 28, 1962 and determined that for 11 months of the year, some 450 employees utilized this signalized and channelized access. During December their peak packing month, there are 1,100 employees. Mr. Harrison stated that little or no problem exists during the 11 month period, but that in December vehicles from the south entering the plant at the signal, back up some 500 feet. He indicated excessive delays were being experienced at 5:00 PM when employees are leaving the plant, trying to gain access to the highway northbound towards Medford. Mr. Putnam and I said any cost of revision would have to be born by the Corporation. It was indicated that no construction could probably be undertaken until the spring of 1963. I said a check of the signal timing would be made and that a plan for suggested channelization revision would be prepared.

On Wednesday, September 12, 1962 Mr. Bud George, Mr. Robert Judson, and I checked the timing of this fully actuated signal. The maximum side street time was set to 52 seconds. This was a minor concession and in general the signal was handling traffic as well as could be expected. A maximum of 19 vehicles per side street phase, cleared to the highway. The demand was over by 5:15 PM.

On Tuesday, December 4, 1962 I again checked the 5:00 Pm exit period. Four flagmen cleared the various parking areas to the approach to the signal. The demand ended at 5:14 PM. However, some of the office force worked late that night. This check was during the period when 1,100 persons were employed.

On December 5, 1962 I checked the traffic entering the plant from the south in the left turn refuge. Traffic was handled in the existing refuge

RECEIVED
JAN 2 1963
TRAFFIC ENGINEERING

on all but four occasions. On these occasions 14 vehicles extended 400 feet to the south, but were cleared to the plant on the next green phase.

The attached plan conforms to the need expressed by Mr. Harrison. The estimated cost would be $10,000 without the ten foot of additional right of way necessary. No change in the signal would be contemplated.

There were 28 reported accidents at this location during the period from 1-1-57 to 6-30-62. There were no fatalities, but 21 persons were injured. There wer 17 rearend, six turning, four sideswipe, and one fixed object type accidents. The predominant rearend accidents are caused by the isolated position of the signal. This experience is not unusual. A "SIGNAL AHEAD" sign with flashers exists for southbound traffic. This signal also has two 12" red lenses facing southbound traffic. The suggested channelization changes will not lessen the accident experience.

The 1961 ADT at this location was 14,000 vehicles. The freeway when opened next year will reduce the volume to approximately 9,000 vehicles per day. This will be prior to the 1963 peak packing season in December 1963.

In summary, the signal is properly timed and the present acceller-ation lane is handling the number of vehicles clearing through the maximum side street green. The left turn refuge for northbound plant traffic is adequate except for a five minute period just prior to 8:00 AM, during the peak packing period. The cost of construction is higher than the benefits to be gained. The opening of the freeway south to Ashland will decrease the traffic, making fewer conflicts to the merging movement and to those waiting for the left turn refuge. The overall plan would not increase the hazard to highway traffic. It is therefore recommended that Mr. Harrison be apprised of the existing conditions found and if the corporation elects to proceed that appropriate permits be issued based on the attached plan.

Glen L. Clark
Division Traffic Engineer

GLC:lf
Attach.

RECEIVED
JAN 2 1963
TRAFFIC ENGINEERING

2

TYPICAL VIEWS

ROGUE VALLEY HIGHWAY - SOUTH OF MEDFORD

1. Looking north on US99 from Harry & David Corporation Access.
2. Looking South on US99 from Harry & David Corporation Access.

1

2

TYPICAL VIEWS

ROGUE VALLEY HIGHWAY - SOUTH OF MEDFORD

1. Looking north on US99 from Harry & David Corporation Access.

2. Looking South on US99 from Harry & David Corporation Access.

OREGON STATE HIGHWAY DEPARTMENT
December 1962

Preliminary Cost Estimate for Proposed Channelization

Project Location: Harry & David Corp.
South of Medford Rogue Valley Highway

	Item	Unit	Net	Allow	Gross	Unit Price	Amount
1.	Concrete Island Removal	Lm.Ft.	480	$ 95	$ 575	$ 1.00	$ 575
2.	Remove Concrete Curb	Lm.Ft.	925	185	1,110	0.85	910
3.	General Excavation	Cu.Yd.	400	80	480	1.50	720
4.	Coarse Chrushed Mater. in Base	Cu.Yd.	500	100	600	3.25	1,950
5.	3/4-0 Material in Base	Cu.Yd.	65	15	80	3.50	280
6.	Class B Asphaltic Concrete	Ton	175	35	210	7.00	1,470
7.	Concrete Curbs	Cu.Yd.	32	8	40	50.00	2,000
8.	Asphaltic Traffic Markers	Ln.Ft.	700	140	840	1.00	840
9.	Adjust Manhole & Irri. Box	All	100%	-	100%	Lump Sum	450

SUBTOTAL	9,195
Adjust Poles	600
Engineering	205
TOTAL COST...	$10,000

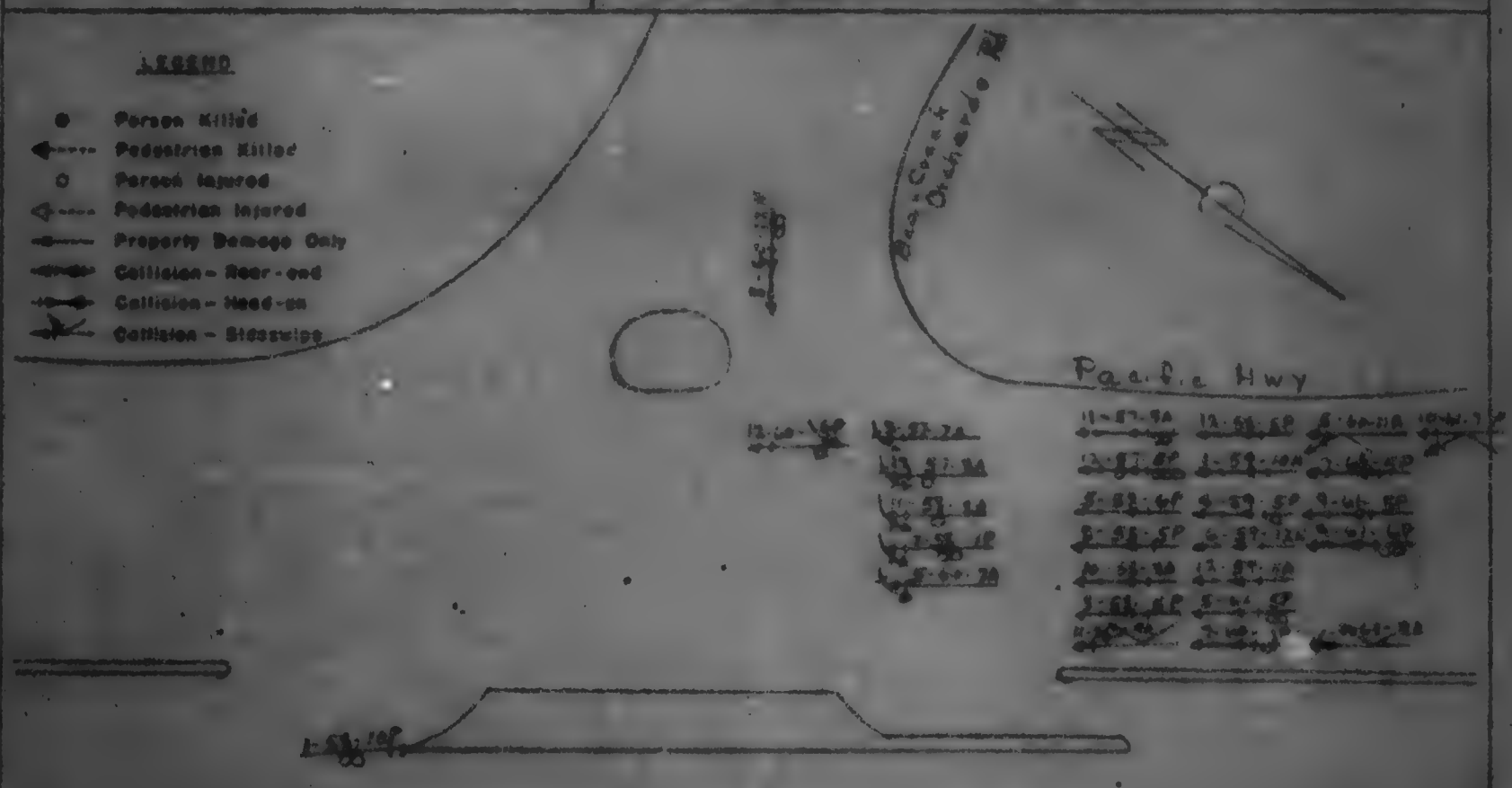
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Medford County Jackson
Intersection of Pacific Hwy and Rd to Bear Creek Orchard
Highway Number 1 US 99 MP 31.04
Period Covered 1-1-57 to 6-30-62
Compiled by [illegible] Drawn by _____ Date 8-12-62

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Skidding
- Vehicle Stopped
- Vehicle Backing
- Property Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Sideslip

Collision Type	1957 - 1958				1959 - 1960				1961				1962				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		2	5	7		4	3	7		1	2	3						7	10	17
Sideswipe			1	1			1	1			2	2							4	4
Turning Movement		3	1	4		1	1	2										4	2	6
Parking																				
Non-collision																				
Fixed Object		1		1														1		1
Pedestrian																				
Passing																				
Misc																				
TOTAL		6	7	13		5	5	10		1	4	5				0		12	16	28

RECEIVED
SEP 7 1962
FOR FILING

7947

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 6, 1962

SUBJECT: Harry and David's Orchards
South of Medford

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem, Oregon

In compliance with your request of August 16, Glen Clark and I contacted Mr. Glen Harrison of Harry and David's Orchards concerning their approach problem at their plant south of Medford. Mr. Harrison had nothing new to offer in the way of a solution but is desirous of having some improvement made which will alleviate the hazard to his workers.

Mr. Clark is in the process of checking the timing on the signal to see if the equipment is operating properly and is going to observe the traffic pattern of the employees at quitting time. If no solution occurs through better timing of the signal, we will then consider revamping the intersection with the cost to be borne by the corporation. Mr. Harrison stated that he realized that nothing could be done this year.

Upon completion of Mr. Clark's investigation, we will report further.

J. F. Putnam
Asst. Division Engineer

JFP:ds

Aug 16-17

Noted - Edwards

RECEIVED
SEP - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1962
FOR FILING
7947

Salem, Oregon
August 16, 1962

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

On August 15, Glen Harrison, of Harry and David's Orchards, called me concerning the approach problem at their plant south of Medford during the packing season. I explained to Mr. Harrison that improvements had been made in many instances when shopping centers had generated heavy traffic turning movements and that these improvements were at the owner's expense.

I am asking the Traffic Division, by copy of this letter, to forward to you the current statistics as to volumes and accident rates and request that you, or one of your assistants, and your Traffic Engineer contact Mr. Harrison at your earliest convenience to determine the nature of the improvements he suggests and to determine the costs thereof. It is, of course, improbable that any correction could be made during the present season and it is doubtful if correction should be undertaken during the present packing season. However, I wish you would discuss this with Mr. Harrison

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Mr. Glen Harrison
Harry and David's Orchards
Medford, Oregon

F. B. Cramdall

bc Forrest Cooper
G. S. Paxson

7948 Wightman St.-Walker Ave. 1973
(Ashland) Sec., Rogue Valley Hwy.
(Grading,pav. & tr. signals) #2

C + A 4283 8-27-71
C + A 5164 11-29-76

#7948

#7

November 29, 1976

City of Ashland
City Hall
Ashland, OR 97520

11-23-76

Attention: Joseph Butler
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5864

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the maintenance and power for the traffic signal installation of the Wightman Street-Walker Avenue (Ashland) Section on Siskiyou Boulevard (Rogue Valley Highway).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (agree. attached conf.)

#7748

DATE: November 1, 1976

TO: Oregon Transportation Commission

FROM:
R. S. Coulter
State Highway Engineer

SUBJECT: Maintenance and Power Agreement
Intersections of Rogue Valley Highway at
Wightman Street and the Green Springs Highway
City of Ashland

The City of Ashland has requested that the State take over the maintenance of the traffic signals at the subject intersections. I concur with this request, inasmuch as these two intersections are operated as fully actuated traffic signals controlled by one unit with extremely complicated overlapping equipment. There are no qualified repair technicians other than Highway Division personnel in the southern part of the state.

The State is now maintaining these intersections on an as-needed basis under a hold-harmless contract with the City of Ashland.

Since the equipment and operation is extremely complex and because the motoring public would be provided with safer operation, I recommend that the existing agreement be modified on the basis that the State would be responsible for maintenance and the City would continue to pay the power costs.

This agreement would provide for this action. Your approval is recommended. This matter will be on the Consent Calendar for your consideration at the November 23 meeting.

RDT:rj/ESH:ja ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
County-City Unit
Alfred Shirley, Jr.
George Bell
Robert Judson

Salem, Oregon

September 27, 1976

Alfred Shirley, Jr.
Regional Engineer
Roseburg

R. L. Schroeder
Assistant State Highway Engineer

Maintenance Responsibility Intersection of Wightman Street and the Green Springs Highway with the Rogue Valley Highway

Based on the recommendations from the Traffic Engineer in the attached letter, please implement an agreement with the City of Ashland for our assuming the maintenance responsibilities at the two subject intersections.

This decision is not being based on the date of the existing agreement but on obtaining the best, most efficient, and safest overall operation at these two intersections.

RLS:ab
Attachment
cc H. S. Coulter
E. S. Hunter
L. E. George
D. H. Moehring

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR. 97310

September 22, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Maintenance Responsibility
Intersection of Wightman Street
and the Green Spring Highway
with the Rogue Valley Highway

I think that the Region's recommendation for the State to take over the maintenance responsibility on the intersection of Wightman Street and the Green Spring Highway with the Rogue Valley Highway is merited.

These two intersections are operated as fully actuated traffic signals controlled by one unit with extremely complicated overlapping equipment. Both the installation and the operation are of such a technical nature that no qualified traffic personnel exists, other than the Highway Division personnel, in the southern part of the State that are able to properly maintain this complex installation.

We have on several occasions in the past taken maintenance responsibility for a local agency because the agency was technically unable to properly maintain the installation.

The State is maintaining this intersection on an, as needed, basis and under a hold-harmless contract with the city of Ashland. The equipment and the total installation would receive much better maintenance and would be more reliable in operation if the State maintained the equipment on a routine basis as we do elsewhere.

Since the equipment and operation is extremely complex and because the driving public would be provided with safer operation, it is the recommendation of this office that the existing State-City agreement be modified on the basis that the State would be responsible for maintenance and that the City would continue to pay the future power costs.

L. E. George
Traffic Engineer

LEG:rah

RECEIVED
SEP 23 1976
Office of
Assistant State Highway Engineer

RLS — 9/19/76

My thinking is that the intent & negotiations for the agreement changes were concurrent with our negotiations with City on the Signal installation

Bill

Original to George
9-20-76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 7

Roseburg, Oregon
August 26, 1976

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

Attached is a letter from the City of Ashland requesting that the state take over the maintenance of the signal installations at the intersections of the Rogue Valley and Green Springs Highway and the Rogue Valley Highway and Wightman Street.

The agreement for the Wightman Street intersection was signed in [redacted] and the new League of Oregon Cities agreement was signed in [redacted]. Because of the close time and date in which the two agreements were negotiated, it is recommended by this office that we agree to the city's request that the state take over the maintenance in accordance with that September 1971 agreement with the League of Oregon Cities.

as/cw
Attach.

cc D. H. Moehring)
L. E. George)

8-31-76
Your comments,
please.--RLS

MAINTENANCE ENGINEER
RECEIVED
SEP 1 1976
RE | AME | AME | OE | AG
AME | AME | AA | FILE | TA

Bob
If this is approved for Ashland than who will come in next with a July of 1971 agreement followed by a June of 1971 agreement followed by a May of 1971 agreement.....
Since there either has to be a cut off date, or heaven forbid, a complete state take over, I think we should stay with the sept 1971 cut off.

NOTED
R. L. SCHROEDER

RECEIVED
AUG 31 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 30 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GERALD R. ALLEN Councilman
CRAIG E. HOFFARTH Councilman
DONALD LAWS Councilman
ROLAND McCANNON Councilman
MARGARET E. McDOWELL Councilwoman
JAMES M. RAGLAND Councilman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
Telephone (Code 503) 482-3211

August 6, 1976

Mr. Glen L. Clark
Regional Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Ore 99/Ore 66 Signals

Dear Mr. Clark:

I recently had occasion to review our traffic signal maintenance arrangements, and found that all but the E. Main/Pioneer and E. Main/Second signals are being maintained at city expense. These two recently modified installations were covered by our 1973 construction agreement which provided for state maintenance, which in harmony with the League of Oregon Cities/State Highway Division policy approved in 1971. The other installations are covered by pre-1971 agreements, except for the signals installed at Ore 99/Ore 66 and Ore 99/Wightman which were part of TOPICS project No. T-5002(2).

The purpose of this letter is to request that the Ore 99/Ore 66 and Ore 99/Wightman signal installations be maintained at State expense, pursuant to the League of Oregon Cities/State Highway Division policy. The City and State shared equally in the twenty percent match under the League/State policy which stipulates that maintenance shall be State responsibility and electrical energy shall be local responsibility.

In addition, it seems highly unfair and unreasonable for a City to be responsible for traffic control devices at the intersection of <u>two</u> State Highways, particularly since they intersect in front of Southern Oregon State College which generates the bulk of the traffic.

Portland ? Salem Eugene etc.

I therefore believe that the State should assume this responsibility under the League/State policy approved in 1971.

Sincerely,

Brian L. Almquist
City Administrator

cc: Kip Osborne, Traffic Engineer, OSHD Roseburg
Don Jones, League of Oregon Cities

OREGON STATE HIGHWAY DIVISION

Form A-151—(11-71)
SP*67606-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Ashland
City Hall
Ashland, Oregon 97520

Attention of Mr. Brian L. Almquist
City Administrator

Request No. (assigned by staff engineer or head of section) CC-1584

Date June 2, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5002(2)
Wightman St.-Walker Rd.
Siskiyou Blvd. (Hwy 63)
City of Ashland

Contract No. 7948
Covered by Agreement dated 8-26-71

Lab 71-c

Itemized Statement: CLR-DT File No. 500202 Advance Deposit $90,250.00

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit	$90,250.00	
		Amount Previously Transferred	70,250.00	
		Balance		$20,000.00
		City's Share per Attached Statement	$83,148.76	
		Amount Previously Transferred	70,250.00	
		REFUND DUE CITY		12,898.76
		(Attach itemized statement to invoice.)		$ 7,101.24

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $90,250.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $70,250.00

Give the number of the last previous request in connection with this same service. CC-1401

Credit distribution: 15-0605-299

Submitted by: Gary E. Zehner, Urban Program Engr.

Approved: X
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE ☐ UPE ☒ CE ☐ RE ☐ RPE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 2, 1976

CITY Ashland Contract No. 7948 Date Completed 9/11/74

PROJECT # T-5002(2) Section Wightman St.-Walker Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 9,461.33
Payments to Contractor	190,620.72
SFO No. 00, Damage to Property	5,000.00
SFO No. 1, Work by City of Ashland	2,700.73
SFO No. 4, Permanent Signing	1,779.68
SFO No. 5, Permanent Pavement Striping	416.80
SFO No. 6, Controller Testing	622.77
SFO No. 8, Furnish and Plant Ground Cover	267.70
SFO No. 10, Credit for Excess Control Cable	(298.90)
Construction Engineering	23,203.77
Utility Audit Expense	47.56
Equal Opportunity Program Expense	17.66
TOTAL COST	$233,839.82
Federal Funds Collected	67,542.30
Amount to be Shared by State and City	$166,297.52

City's Share per Agreement Dated 8-26-71

50% of $166,297.52	= $83,148.76
City's Advance Deposit 10-8-73	90,250.00
REFUND DUE CITY	$7,101.24

Reference: Billing Form CC-1584

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

	O. VOUCHER NO.
	VOUCHER NO.
APPROPRIATION	SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Building Salem, Oregon 97310	(For use of Paying Office)
STATE: Oregon	FEDERAL AID PROJECT NO.: T-5002(2) ASHLAND
VOUCHER PERIOD: FROM: 7-14-71	TO: 1-13-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$233,766.86	$215,239.97	31.38%	$ 67,542.30	$ 67,542.30	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Wightman St.-Walker Ave.(Ashland) Section					
	Jackson County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$ 9,407.10	
	Total Preliminary Engineering Cost				$ 9,407.10	
	Construction					
	Type Code 6201					
	Roadway (Sta. 11+97.27 to Sta. 31+00)(Contr. #7948)					
	Final Contract Payment Summary		Lump Sum		$155,083.05	
SFO	#4 Permanent Signing		All Required		1,487.82	
SFO	#5 Permanent Pavement Striping		All Required		416.80	
			Subtotal		$156,987.67	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary		Lump Sum		$ 32,500.00	
	Total Construction Cost				$189,487.67	
	Construction Engineering					
	State					
SFO	#6 Contreller Testing		All Required		$ 18,254.77	
	Roadway	15,668.36	All Required		622.77	
	Traffic Signals	3,209.18				
	Total Construction Engineering Cost				$ 18,877.54	
	Liquidated Damages					
	Final Contract Payment Summary					
	All Roadway		Lump Sum		(2,550.00)	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense					
	All Roadway		All Required		17.66	
	Total Participating Cost				$215,239.97	
	Nonparticipating Items					
	Final Contract Payment Summary					
SFO	#00 Damage to Property		Lump Sum		5,587.67	
SFO	#1 Work by City of Ashland		All Required		5,000.00	
SFO	#4 Permanent Signing		Lump Sum		2,700.78	
SFO	#8 Furnish & Plant Ground Cover		All Required		291.86	
SFO	#10 Credit for Excess Control Cable		All Required		267.70	
	Preliminary Engineering		All Required		(298.90)	
	Construction Engineering		All Required		54.23	
	Utility Audit Expense		All Required		4,876.04	+72.96=4,949.00
	Roadway	17,996.86	All Required		47.56	
	Traffic Signals	530.03				
	Total Nonparticipating Cost				$ 18,526.89	
	Prepared based on cost shown on Federal Billing as of 4-15-76		Total Cost		$233,766.86	233,839.82

AMOUNT CARRIED FORWARD.

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-1

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	015	0605	201	00	N 8			13.25		5,288.77	74
	015	0605	203	00	P 1	75.00		2,500.00		2,550.00CR	74
	015	0605	203	00	N 8	75.00CR					74
	015	0605	204	00	N 1			8,732.21		8,732.21	75

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021		06	201	00	D	0
021		02	201	00	D	0
021		01	900	00	&	0
121	05	04	201	00	P	0
001	06	04	900	00		1
001	06	09	205	00	N	1
001	06	11	911	00	N	1
001	06	02	296	00	D	0
001	06	05	296	00	N	9

015	0605	204	00 N 8		270.07	270.07	75
015	0605	204	00 N 9			9,002.28CR	74
015	0605	238	08 N 1			267.70	75
015	0605	276	04 P 1			1,487.82	74
015	0605	276	04 P 8		8.39CR		74
015	0605	276	04 N 1			275.71	74
015	0605	276	04 N 8		8.39	16.15	74
015	0605	278	05 P 1			416.80	74
015	0605	279	00 P 1	4,850.00CR			75
015	0605	279	00 N 1	4,850.00	4,850.00	4,850.00	76
015	0605	279	00 N 8		150.00	150.00	76
015	0605	285	01 P 1	2,700.73CR	2,700.73CR		74
015	0605	285	01 N 1	2,700.73	2,700.73	2,700.73	76
015	0605	290	10 N 1		298.90CR	298.90CR	76
015	0605	296	00 N 9			137,792.30CR	73
015	0605	298	00 N 9			67,542.30	73
015	0605	299	00 N 9			70,250.00	74
015	0605	900	00 P 1	4,193.40CR	4,175.47CR	18,254.77	73
015	0605	900	00 P 8		170.67CR		73
015	0605	900	00 N 1	4,266.36	4,298.37	4,774.40	73
015	0605	900	00 N 8		172.22	174.60	73
015	0605	900	06 P 1			622.77	74
015	0605	901	00 P 1			2,716.66	72
015	0605	901	00 P 8		2.97CR		74
015	0605	901	00 N 1			1.25	72
015	0605	901	00 N 8		2.97	2.97	76
015	0605	905	00 P 1			3,058.90	72
015	0605	905	00 P 3			142.20	72
015	0605	905	00 P 8		1.03CR		73
015	0605	905	00 N 1			4.22CR	73
015	0605	905	00 N 8		1.03	1.03	76
015	0605	906	00 P 1			281.49	73
015	0605	906	00 N 1			.03CR	74
015	0605	907	00 P 1			203.00	75
015	0605	907	00 P 8		6.28CR		75
015	0605	907	00 N 8		6.28	6.28	76
015	0605	908	01 P 1			651.26	75
015	0605	908	01 P 8		20.14CR		75
015	0605	908	01 N 8		20.14	20.14	76
015	0605	910	00 P 1			19.04	73
015	0605	911	00 P 1			935.14	73
015	0605	911	00 P 8		4.38CR		73
015	0605	911	00 N 1			.04CR	74
015	0605	911	00 N 8		4.38	4.38	76
015	0605	914	00 P 1			558.04	73
015	0605	914	00 P 8		9.32CR		73
015	0605	914	00 N 1			7.75	74
015	0605	914	00 N 8		9.32	9.34	74
015	0605	915	00 P 1	47.56CR	36.48CR		74

E JOB COST SUMMARY — APRIL 1976 — PAGE 15

OF JOE OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG
	015	0605	915	00	N 1	47.56	47.56	47.56	76
	015	0605	920	00	P 1			32.71	73
	015	0605	920	00	P 8		1.01CR		73
	015	0605	920	00	N 1			.67CR	74
	015	0605	920	00	N 8		1.01	1.01	76
	015	0605	921	00	P 1			715.82	73
	015	060	921	00	P 8		9.82CR		73
	015	060	921	00	N 1			2.89CR	74
	015	0605	921	00	N 8		9.82	9.82	76
	015	0605	980	00	P 1			92.84	73
	015	0605	980	00	N 1			1.89CR	73
	015	0605	985	00	P 1			17.66	74
			TOT	P1		11,716.69CR	3,500.84CR	215,097.77	
			TOT	P3				142.20	
			TOT	P8			234.01CR		
			TOT	N1		11,864.65	20,628.87	21,647.57	
			TOT	N8		75.00CR	668.88	5,954.56	
			TOT	N9				9,002.28CR	
			** JOB TOTALS **			72.96 **	17,562.90 **	233,839.82 **	

I ST(MEDFORD) CONT NO 7912 * FA PROJ NOS I 519004 100 — STATE

	015	0606	201	00	P 1			14,845.25	74
	015	0606	203	00	P 1			2,460.00CR	74
	015	0606	203	00	N 1			390.00	74
	015	0606	206	00	N 1			1.68	75
	015	0606	296	00	N 9	1,886.06CR	5,740.65CR	20,793.05CR	73
	015	0606	298	00	N 9		1,345.41CR	13,706.99	73
	015	0606	299	00	N 9	1,886.06	7,086.06	7,086.06	76
	015	0606	900	00	P 1		2,147.25CR	1,352.02	72
	015	0606	900	00	N 1		2,155.50	2,283.23	73
	015	0606	905	00	P 1			328.82	72
	015	0606	905	00	N 1			.82CR	73
	015	0606	908	01	N 1			520.00	74
	015	0606	911	00	P			27.00	72
	015	0606	911	00	N			1.68	73
	015	0606	911	00	P 1			7,083.31	72
	015	0606	911	00	N 0			1.68CR	73
	015	0606	911	00	N 1			19.56CR	73
	015	0606	911	00	0			27.00CR	72
	015	0606	921	00	P 1			253.03	73

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
I-80N-1(36)	SFO	626-1081	Sundial-Troutdale Interch.	22,022.40	5-28-76
I-80N-7(23)	7260	601-1067	Nelson Pt. RR Shoofly	202,956.59	"
RS-550(1)	8005	507-1042	McKay Cr. Br.	51,971.77	"
1-T-5029(1) I-M-5029(1)	8163	33-0601 33-0602	Cherry HQ's Rd - Wright St. (The Dalles)	140,013.50	"
I-5002(2)	7948	15-0605	Wightman St. - Walker Ave. (Ashland)	67,542.30	"
I-5012(3)	8115	17-0604	S.E. 7th @ "L" St. & N.E. 9th @ "F" St. (Grants Pass)	27,982.58	"
I-5016(1)	—	31-0601	City of La Grande (Urban Area)	3,664.87	"
I-5017(4)	8140	22-0606	Santiam Hwy @ Milton St. (Lebanon)	26,238.09	"
I-5025(29)	8089	3-0612	Pacific Hwy E @ Gloucester St (Gladstone)	42,072.16	"
I-5028(3)	8031	24-0604	State St @ Broadway St. N.E (Salem)	98,997.11	"

(MEMORANDUM) **Final Voucher**

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

1-13-76

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, Oregon 97310

(For use of Paying Office)

STATE	FEDERAL AID PROJECT NO.
Oregon	T-5002(2)

VOUCHER PERIOD:	FROM	TO
	7-14-71	1-13-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$233,766.86	$215,239.97	31.38%	$ 67,542.30	$ 67,542.30	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skeeg
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hightown St.-Walker Ave.(Ashland) Section Jackson County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$ 9,407.10	
	Total Preliminary Engineering Cost				$ 9,407.10	
	Construction					
	Type Code 6201					
	Roadway (Sta. 11+97.27 to Sta. 31+00)(Contr. #7948)					
	Final Contract Payment Summary		Lump Sum		$155,083.04	
SFO	#4 Permanent Signing		All Required		1,487.83	
SFO	#5 Permanent Pavement Striping		All Required		416.80	
			Subtotal		$156,987.67	
	Type Code 7031					
	Traffic Signals					
	Final Contract Payment Summary		Lump Sum		$ 32,500.00	
	Total Construction Cost				$189,487.67	
	Construction Engineering					
	State					
SFO	#6 Controller Testing		All Required		$ 18,254.77	
	Roadway	15,668.36	All Required		622.77	
	Traffic Signals	3,209.18				
	Total Construction Engineering Cost				$ 18,877.54	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		(2,550.00)	
	All Roadway					
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense		All Required		17.66	
	All Roadway					
	Total Participating Cost				$218,239.97	
	Nonparticipating Items					
	Final Contract Payment Summary		Lump Sum		5,587.67	
SFO	#00 Damage to Property		All Required		5,000.00	
SFO	#1 Work by City of Ashland		Lump Sum		2,700.78	
SFO	#4 Permanent Signing		All Required		291.86	
SFO	#8 Furnish & Plant Ground Cover		All Required		267.70	
SFO	#10 Credit for Excess Control Cable		All Required		(298.90)	
	Preliminary Engineering		All Required		54.23	
	Construction Engineering		All Required		4,876.04	
	Utility Audit Expense		All Required		47.56	
	Roadway	17,996.86				
	Traffic Signals	530.03				
	Total Nonparticipating Cost				$ 18,526.89	
			Total Cost		$233,766.86	
	Prepared based on cost shown on Federal Billing as of 4-15-76					

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—521-266/5023 3-1

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

PAYEE

M.C. Lininger & Sons
P.O. Box 1145
Medford, OR 97501

FISCAL YEAR

VOUCHER DATE: 12/30/75

TOTAL AMOUNT: $ -

WARRANT NUMBER

CONTRACT NO.: 7948

ESTIMATE NO.: 11F

PERIOD COVERED: to 9/11/74

APPROVED: 1-5-7-

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

_____ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-724-1020

COUNTY: JACKSON | CONTRACT NO.: 7948 | ESTIMATE NO.: 11 | PREFIX NO'S.:

HIGHWAY: ROGUE VALLEY | FEDERAL AID PROJECT NO.: T 5002002

SECTION: WIGHTMAN ST-WALKER AVE (ASHLAND)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P MOBILIZATION	LUMP SUM	13000.0000	100.000	13000.00	13000.00	
	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	6000.0000	100.000	6000.00	6000.00	
	1P REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
004	1P GENERAL EXCAVATION	CU YDS	2.5000	4,117.404	10293.51	10293.51	
004	8N GENERAL EXCAVATION	CU YDS	2.5000	48.616	121.54	N 121.54	
005	1P TRENCH EXCAVATION	CU YDS	5.0000	611.528	3057.64	3057.64	
005	8N TRENCH EXCAVATION	CU YDS	5.0000	5.742	28.71	N 28.71	
006	1P FINISHING ROADBED AND SLOPES	LUMP SUM	500.0000	100.000	500.00	500.00	
007	1P WATERING	M-GALS	7.0000	93.500	654.50	654.50	
008	1P 1"-0 AGGREGATE BASE	TONS	5.2500	5,540.143	29085.75	29085.75	
008	8N 1"-0 AGGREGATE BASE	TONS	5.2500	10.326	54.21	N 54.21	
009	1P CLASS C ASPHALT CONCRETE MIX PA 5	TONS	12.5000	1,559.880	19498.50	19498.50	
009	8N CLASS C ASPHALT CONCRETE MIX PA 5	TONS	12.5000	6.090	76.13	N 76.13	
010	1P ASPHALT CEMENT IN MIXTURE	TONS	45.0000	192.458	8660.61	8660.61	
010	8N ASPHALT CEMENT IN MIXTURE	TONS	45.0000	.822	36.99	N 36.99	
013	1P 6-INCH CULVERT PIPE	LIN FT	7.0000	24.000	168.00	168.00	
014	1P 12-INCH CULVERT PIPE	LIN FT	6.0000	186.000	1116.00	1116.00	
015	1P 10-INCH SEWER PIPE	LIN FT	4.7500	242.000	1149.50	1149.50	
015	8N 10-INCH SEWER PIPE	LIN FT	4.7500	33.000	156.75	N 156.75	
016	1P 12-INCH SEWER PIPE	LIN FT	6.5000	540.000	3510.00	3510.00	
017	1P 15-INCH SEWER PIPE	LIN FT	8.0000	372.000	2976.00	2976.00	
018	1P EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	13.0000	95.000	1235.00	1235.00	
	1P CONCRETE MANHOLES	ONLY	800.0000	2.000	1600.00	1600.00	
	1P CONCRETE INLETS TYPE CG-1	ONLY	325.0000	12.000	3900.00	3900.00	
021	1P CONCRETE INLETS TYPE G-2MA	ONLY	405.0000	1.000	405.00	405.00	
022	1P 6-INCH DRAIN PIPE	ONLY	3.0000	530.000	1590.00	1590.00	
023	1P SPECIAL FILTER MATERIAL IN DRAINS	CU YDS	10.0000	136.320	1363.20	1363.20	
024	1P CONCRETE WALKS	SQ YDS	5.2000	295.271	1535.41	1535.41	
024	8N CONCRETE WALKS	SQ YDS	5.2000	923.306	4801.19	N 4801.19	
025	1P CONCRETE DRIVEWAYS	SQ YDS	7.0000	460.541	3223.79	3223.79	
026	1P CONCRETE CURBS	CU YDS	67.0000	71.419	4785.07	4785.07	

TOTAL CONTRACT ITEMS				
% RETAINED ON CONTRACT ITEMS				
FORCE ACCOUNT				
TOTAL PAYMENTS				

DATE: 12 29 75 PG. 01 7948

PREVIOUS VOUCHER NO.:

CHECKED BY:

ENGINEER OR AUDITOR:

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 82-934-1939

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 7948

ESTIMATE NO. 11

PREFIX NO'S.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
027	1P EXTRA FOR ASPHALT	APPROACHES	ONLY	75.0000	18.000	1350.00	1350.00	
028	1P ADJUSTING MANHOLES		ONLY	100.0000	6.000	600.00	600.00	
029	1P TRAFFIC SIGNAL INSTALL	COMPLETE	LUMP SUM	32500.0000	100.000	32500.00	B 32500.00	
	PRICE AGREEMENT ITEMS							
30101	1P INST CONC PADS UNDER PIPE		ONLY	41.5000	3.000	124.50	13.25 N 124.50	
30201	1P 6-IN DRAIN PIPE		LIN FT	3.3600	458.000	1538.88	1538.88	
30301	1P FURN & INST 4" PLASTIC	PERF PIPE	LIN FT	.9000	250.000	225.00	225.00	
30501	1P CLASS B ASPHALTIC CONC	BI 9	TON	12.5000	1,614.480	20181.00	20181.00	
30601	1N PURCH CONTROL CABLE		LUMP SUM	298.9000	100.000	298.90	N 298.90	
30601	1P RELOCATE CONTROLLER		LUMP SUM	925.1000	100.000	925.10	925.10	
30701	1P CONST CONCRETE EXTR CURB		LIN FT	1.5500	473.000	733.15	733.15	
30801	1P FURNISH & INSTALL NO LEFTTURN SIGN		LUMP SUM	260.0000	100.000	260.00	260.00	
	ADJUSTMENT ITEMS							
6001	1P LIQUIDATED DAMAGES		DAYS	100.0000-	50.500	5050.00-	5050.00-	
6001A	P LIQ DAM TIME EXT APP	4-16-75	DAY	100.0000	25.000	2500.00	2500.00	
	FORCE ACCOUNT ITEMS							
801	1P FLAGGING	94001				1760.91	1760.91	
804	1P RECONN EXIST DRAINS	94010				1267.61	1267.61	
805	1P CONSTRUCT CONC STAIRWAY					1735.42	1735.42	
806	1P AC SLOPE SURFACING					2059.31	2059.31	
808	1P INSTALL ELEC SERV	ON POWER POLE				27.94	27.94	

Ident	Type Code	P Constr. Cost	N Constr. Cost	Liq. Damages	Total Cost
A	6201	$155,083.05	$ 5,587.67	$ (2,550.00)	$158120.72
B	Y031	32,500.00	—	—	
	Total	$187,583.05	$ 5,587.67	$ (2,550.00)	$190,620.72

TOTAL CONTRACT ITEMS	183769.53	183769.53	
% RETAINED ON CONTRACT ITEMS	-	-	-
FORCE ACCOUNT	6851.19	6851.19	
TOTAL PAYMENTS	190,620.72	190,620.72	-

DATE: 12 29 75 PG. 02 7948

PREVIOUS VOUCHER NO.: 17550

CHECKED BY: JP:dk

ENGINEER OR AUDITOR: W. Maude

3928

STATE COPY

1-9-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-9/76	T. P. Lowe, Area Engr	T-5002(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-11-74	12-26-76	128 %	175

APPROVED EXTENSIONS	LOCATION
25	Ashland, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 13 1976
Washington

WHITMAN STREET-WALKER AVENUE (ASHLAND)
ROGUE VALLEY HIGHWAY
Grading, Paving, & Traffic Signals

Contract Time:

The contractor used 225½ days to complete the project. The contract allowed 175 days. A time extension of 25 days was approved. The 25½ days of liquidated damages were charged.

Boris's Driveway:

The State reached agreement with adjacent property owner, Mr. Boris, which provided payment for him to reconstruct the approach grade.

All minor items of cleanup work mentioned in the final inspection report have been completed. The resident engineer advised all work and materials are in accordance with the contract requirements and therefore final acceptance is recommended.

NOTED
H.S. COULTER

RECEIVED
JAN 14 1976
Office of
Assistant State Highway Engineer

1-14-76
eq Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 1/9/76	TITLE District Engineer	DATE JAN 13 1976

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

~~Oregon~~ State

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD ALL — To be completed by Washington Headquarters Personnel

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Jackson	T-5002(2)	URBAN XX / RURAL ( )

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
		CONSTRUCTION TYPE CODES		6201		DATE STARTED: March 13, 1974
	20	FINAL CONSTRUCTION COST	DOL.	169,685		DATE COMPLETED: September 11, 1975
	21	LENGTH OF PROJECT	MILES	0.36		TOTAL NO. BRIDGES: 0

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS: 7,039		GROSS EARNINGS: 49,853

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	72,583	
	9	PETROLEUM PRODUCTS	GAL.	16,875	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	8,535	
	92		CU. YD.	136	
	3	BITUMINOUS MATERIAL	GAL.	44,242	
	4	LUMBER	THSD BD. FT	.27	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	274	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	975	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	260	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 | 52 | 53 | 61 | 62 | 70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	6 perf.	988
	12	186

CARD J

ITEM		
13	CONCRETE PIPE	
	6	24
	10	275
	12	540
	15	372
	Plastic	

CARD K

ITEM		
14	XXXX PIPE AND DRAIN TILE	
	4	250

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	

CARD M

ITEM		
26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7948

January 8, 1976

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On December 29, 1975, we wrote to you concerning release of final payment on Contract No. 7948 awarded to M. C. Lininger & Sons, Inc. for work on Wightman Street-Walker Avenue (Ashland) Section of the Rogue Valley Highway in Jackson County.

The total contract amount is $183,769.53 including $6,851.19 for work performed under force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

rw

cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

December 26, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. T 5002(2)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7948, Work Completed September 11, 1974

Project Wightman St.-Walker Ave. (Ashland)

Highway Rogue Valley

County Jackson

Acceptance: Transportation Commission December 26, 1975

Federal Highway Administration September 11, 1974

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns & Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacek
R. D. Church

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Wightman St .-Walker Ave. (Ashland) Date Nov. 3,1975, 19

Highway Rogue Valley Authorization No. 2

County Jackson Survey Prefix 15-0605
(Assigned by Salem office)

Description of termini, route, length, etc.: MP. 20.44 to MP. 20.91

Length; 0.47 mile.

Purpose of survey: Prepare Plans, Specifications and Estimates for Const. Proj.

Estimate of cost:

Field	901	2,750
Plans	905	3,200
Bridge	906	300
Prel. Design	907	200
Traffic	911	950
Utility	914	575
Proj. Mgt.	920	50
Specifications	921	725
Hearings	980	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 8,850

Previous authorization 6,400

Additional authorization requested 2,450

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

Requests made by:

P.L. Carstensen
Costs & Records Engr. Field Engineer

Recommended for Approval:

Regional Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Recommended for Approval:

W. H. Gehman for Location Engineer

Approved:

Assistant State Highway Engineer

9-11-73
9-11-74

7948

SALEM, OREGON
August 28, 1975

C. T. Keasey
Construction Engineer

A. Shirley, Jr.
Region 3 Engineer

Completion Dates of
Participating State Force Work

Federal regulations require that all participating work done under State Force Order, either by our state personnel or others, be completed prior to Federal Highway Acceptance of any Federal Aid project.

Please indicate the current status of the listed Change Orders as to whether work has or has not been completed.

Contract Number	Contract Work Completed	State Force Order Number	Work Completed
7637	10-25-73	17	
7676	3-21-74	4	
7676	3-21-74	5	
7867	2-25-75	8	
7939	12-11-74	1	
7948	9-11-74	4	
7948	9-11-74	5	
7948	9-11-74	7	
7964	2-27-75	2	
7965	5-28-75	1	
7966	8-12-74	1	
7984	12- 4-74	1	
7985	12- 4-74	1	
8015	11-27-74	1	
8015	11-27-74	2	
8015	11-27-74	3	
8015	11-27-74	4	
8015	11-27-74	5	

DC:ljt

cc: C. T. Keasey
R. D. Church

7948

B

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 24, 1975

CERTIFIED MAIL

Mr. Otto J. Frohnmayer, Atty.
P. O. Box 1726
Medford, Oregon 97501

File 48719
Wightman St.-Walker Ave.
(Ashland) Section
Rogue Valley Highway
Jackson County
Contract 7948

Dear Mr. Frohnmayer

We are enclosing State Highway Fund Warrant No. 04524 for $5,000.00 payable to R. W. Voris & Mary Elizabeth Voris. We hope this will arrive prior to the departure date for their extended trip.

This payment represents the consideration for the full release of damages as executed by Mr. and Mrs. Voris on July 15, 1975.

NOTED
F. B. KLABOE

The Release will be recorded in the official records of Jackson County.

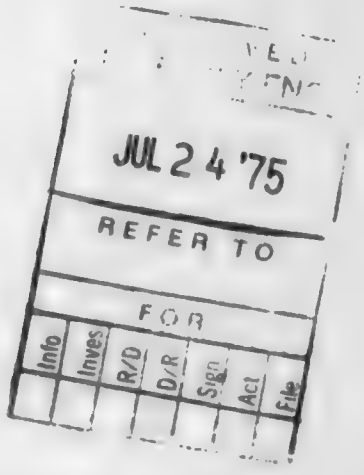
Thank you for the information in regard to notaries.

Very truly yours

Ruth Keller
Administrative Assistant

RK:nn
Enc. Warrant
cc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
Walt Barrie (Attn: Jack Sollis)
V. E. Skoog
C. T. Keasey (Attn: John Bond)
A. Shirley

cc Jackson 8-4



Form 81-734-3122

Salem, Oregon
July 14, 1975

Ruth Keller
Document Supervisor

F. B. Klaboe
Administrator and
State Highway Engineer

Voris Property
Wightman St.-Walker Ave.
(Ashland) Section
Rogue Valley Highway

In discussing payment being made through Construction Division and charged to Contract #7948, John Bond advised that they would need a billing signed by Mr. or Mrs. Voris rather than just a copy of the release.

Since the release was prepared in Right of Way and most of the information in regard to same is here it seemed best that Right of Way process the $5,000.00 payment with Construction Division giving us the cost prefix to use in paying this amount from said contract funds.

A copy of our letter dated July 11, 1975 sending the necessary voucher form to Mr. Frohnmayer for Mr. or Mrs. Voris to sign at the same time they sign the release is attached for your information.

RK:vc
Enc.
cc: E.S.Hunter
H.S.Coulter
Walter Barrie (Attn: Sollis)
V.E.Skoog
C.T.Keasey (Attn: John Bond)
Contract No. 7948
A. Shirley, Jr.

7-23-75 per John B.
mail 15-0605-279
and if anyone asks any
S F order on the way —
R.K.

July 11, 1975

Mr. Otto J. Frohnmayer
39 S. Central
Medford, Oregon 97501

File Voris Property
Wightman St.-Walker Ave. (Ashland) Sec.
Rogue Valley Highway

Dear Mr. Frohnmayer

It has been decided that it would be best to process payment for Mr. and Mrs. Voris' release through our Right of Way Office, In order to process the payment, we will need either Mr. or Mrs. Voris' signature on the enclosed voucher form. Please have one of them sign it in the same manner as their name appears on the release in the place marked by the small black hand.

If you will return the voucher together with the executed release, we will do everything possible to expedite this payment.

Very truly yours

E. Ruth Keller
Administrative Assistant

ERK:mp
Enc.
cc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
Walter Barrie (Attn: Sollis)
V. E. Skoog
C. T. Keasey (Attn: John Bond)
Contract No. 7948)
A. Shirley, Jr.

II
7948

R

July 11, 1975

Mr. Otto J. Frohnmayer
39 S. Central
Medford, Oregon 97501

Dear Mr. Frohnmayer:

I am enclosing the original and one copy of a release for damages to the Voris property in connection with the reconstruction of the Wightman Street-Walker Avenue (Ashland) Section of the Rogue Valley Highway.

Please have Mr. and Mrs. Voris sign the original as their names appear in the document and return to us. On receipt of the signed original, we will place this matter in line for payment.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

Enclosures
cc: Glenn L. Jackson
bc: E. S. Hunter
H. S. Coulter
Walt Barrie (Att: Sollis)
V. E. Skoog
C. T. Keasey (Contract No. 7948)
Ruth Keller
Alfred Shirley

Copy

48719

RELEASE

THIS RELEASE made and executed on this 15th day of July, 1975, by R. W. and MARY ELIZABETH VORIS, husband and wife, hereinafter referred to as "Owners", to the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State";

WITNESSETH:

WHEREAS, Owners are the legal owners of certain real property situated in the NE¼ of Section 15, Township 39 South, Range 1 East, W.M., Jackson County, Oregon, which property is more particularly described in that deed recorded February 9, 1973, #73-01979 in the Official Records of Jackson County; and

WHEREAS, in reconstructing the Wightman St.-Walker St. (Ashland) Section of the Rogue Valley Highway, State made some changes in the grade between the highway and Owners property and reestablished Owners driveways; and

WHEREAS, a claim has been made that State in the reconstruction of said section of highway damaged Owners property for which Owners seek compensation. Owners claim that their property has been damaged as a result of said grade change, by State's failure to properly reestablish Owners driveways and to make changes to Owners property necessitated by said construction project; and

WHEREAS, it has been agreed between Owners and State that the sum of Five Thousand and No/100 DOLLARS ($5,000.00) is reasonable compensation for the damage caused to Owners property by said construction project.

NOW, THEREFORE, in consideration of the sum of Five Thousand and No/100 DOLLARS ($5,000.00) to be paid by State, Owners hereby release State, its Transportation Commission, officers, agents and employees from all and any claims for damages to Owners property arising out of or resulting from the reconstruction of the aforementioned section of the Rogue Valley Highway, including the change in the grade thereof, it being the intention hereby to execute a full release of all present, past and future claims of every nature whatsoever in connection with or arising from the

reconstruction of said section of highway and to forever terminate all controversy of whatsoever nature connected with the aforementioned claims.

Owners covenant to and with State, its successors and assigns, that they are the present legal owners of the above mentioned real property and that they have a legal and valid right to execute this release.

R. W. Voris

R. W. Voris

Mary Elizabeth Voris

Mary Elizabeth Voris

STATE OF OREGON, County of Jackson

July 15th, 1975. Personally appeared the above named R. W. Voris and Mary Elizabeth Voris, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Cheri J. Kantor

CHERI J. KANTOR
NOTARY PUBLIC — OREGON
My Commission Expires November 17, 1978

Notary Public for Oregon

My Commission expires

nn/

STATE OF OREGON, County of Jackson

July 22, 1975. Personally appeared the above named R. W. Voris and Mary Elizabeth Voris, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Douglas P. Cushing

Notary Public for Oregon
My Commission Expires: 10-12-75

ROBERT S. BLANTON, P.E.
CIVIL ENGINEER

ROBERT S. BLANTON
CONSULTING ENGINEERING
130 WEST NINTH STREET
MEDFORD, OREGON 97501

AREA CODE: 503
PHONE: 779-5375

Eighteenth St. 63-D-1-B-1
Walter Ave
7748

BOB WELLS - VISTA A MOBILE HOME PARK 73 O.S.H.D.

1. Area to be filled & paved
   622 sq. yds. (Earth 43.0 x Pave 50.90) @ $3.50/cy. $2,420.
1925 cut 20% ±

2. Retaining Walls shown:
   34' long x average 2.75' = approx. 93.5 sq. ft.
   If concrete block were used, estimate about
0 $2.50/sq. ft. or $250. ± Steps $60.00 310.

3. Handrails: 25 lf.
0 Est. $5.50/lf. 145.

4. Extruded Curb:
250 170' = $ 42.5 340.

5. Estimate of fill required to bring area to finish grade shown:
250 (Rough) 120 c.y. @ $4.25 using compacted native fills 510.

0 6. Planting & Sprinklers: Est. ~~350.~~ X

500 7. Preparation, Move-in, Etc. 500.

~~2425~~ $4,575. ~~$4225~~

700 8. Engineering - Design, Layout, Etc., Inspection, Control, etc. 1,200.

$5,775. ~~$5425~~

0 9. Contractor's Fee ~~600.~~ X

0 10. Attorney Fees ~~750.~~ X

~~5625~~ $7,125.

Approx low figure — Max amount ~~$5300~~ that can be justified

Discussed w/ Keesey, Wilson & Sollis.

Recommend
Offer of ~~$3625~~ to $4000
and if necessary go to $5500

HSC. —

Get release from owner
~~Pay under 550 on Contract~~

WILLAMETTE MERIDIAN, WALKER AVE. (ROSEBURG) DIST.

ROGUE VALLEY HIGHWAY JACKSON COUNTY				4
DIST.	STATE		YEAR	SHEETS
10	OREGON	T5002 (2)		NO.

Revised 10-1-1973 Relocated Inlet In Note 9. Revised Quantities In Notes 9 & 10, Revised Sewer Profile.

WALKER AVENUE

ALLEY

HIGHWAY

RIW

Asphalt +10

Asphalt +13

Asphalt +11

Asphalt +28

Asphalt +50

End Curb +75

Asphalt +15

Gravel +55

Gravel +00

Asphalt +30

Gravel +10

Asphalt +20

Gravel +20

Conc Wall

6" Conc

6" Asph 250'

30' Topsoil

2' R

8" Exist Bikeway

Match Extg Pvmt.

Exc. 2,668 (Excess) 1,244

Emb 474

Subgrade

NO V.C

Profile Grade @ ℄

Extg 18" Culv

Flow Line 8" San Sew (to PL)

Top Of Extg Pvmt

Match Extg Pvmt

20' V.C

26+89.13

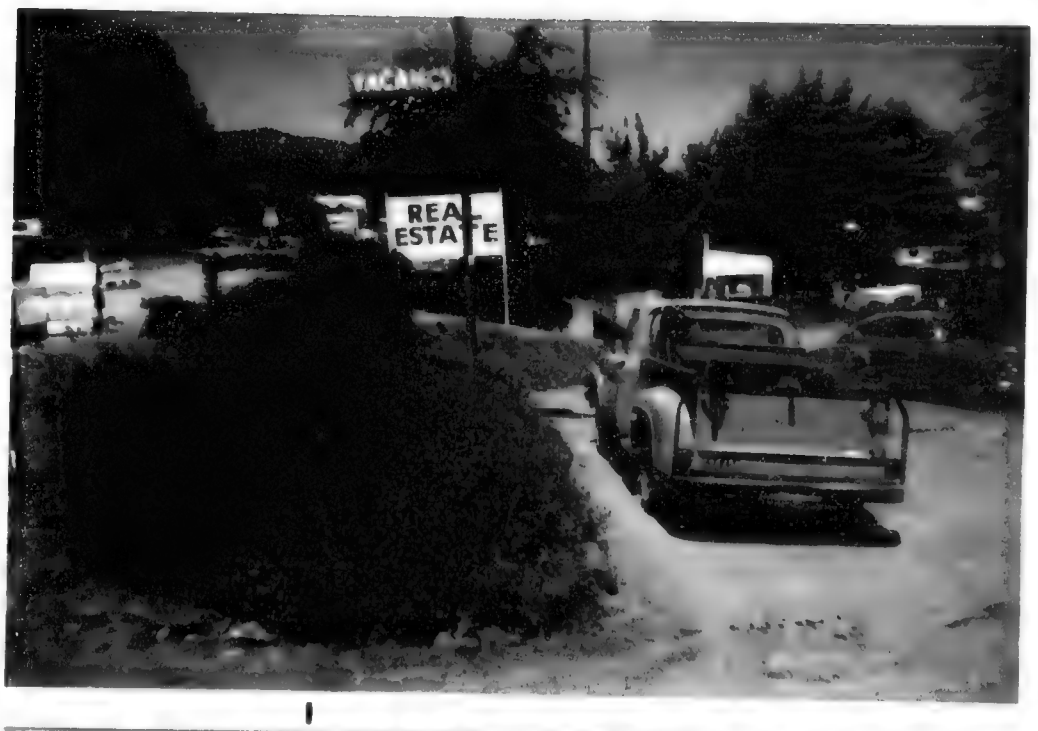
END OF PROJECT T5002(2)

STA. 31+20

2045
2040
2035
2030
2025
2020
2040
2035
2030
2025
2020
2015
2010
2005
2000
1995

8 9 10 11 12

25 30 1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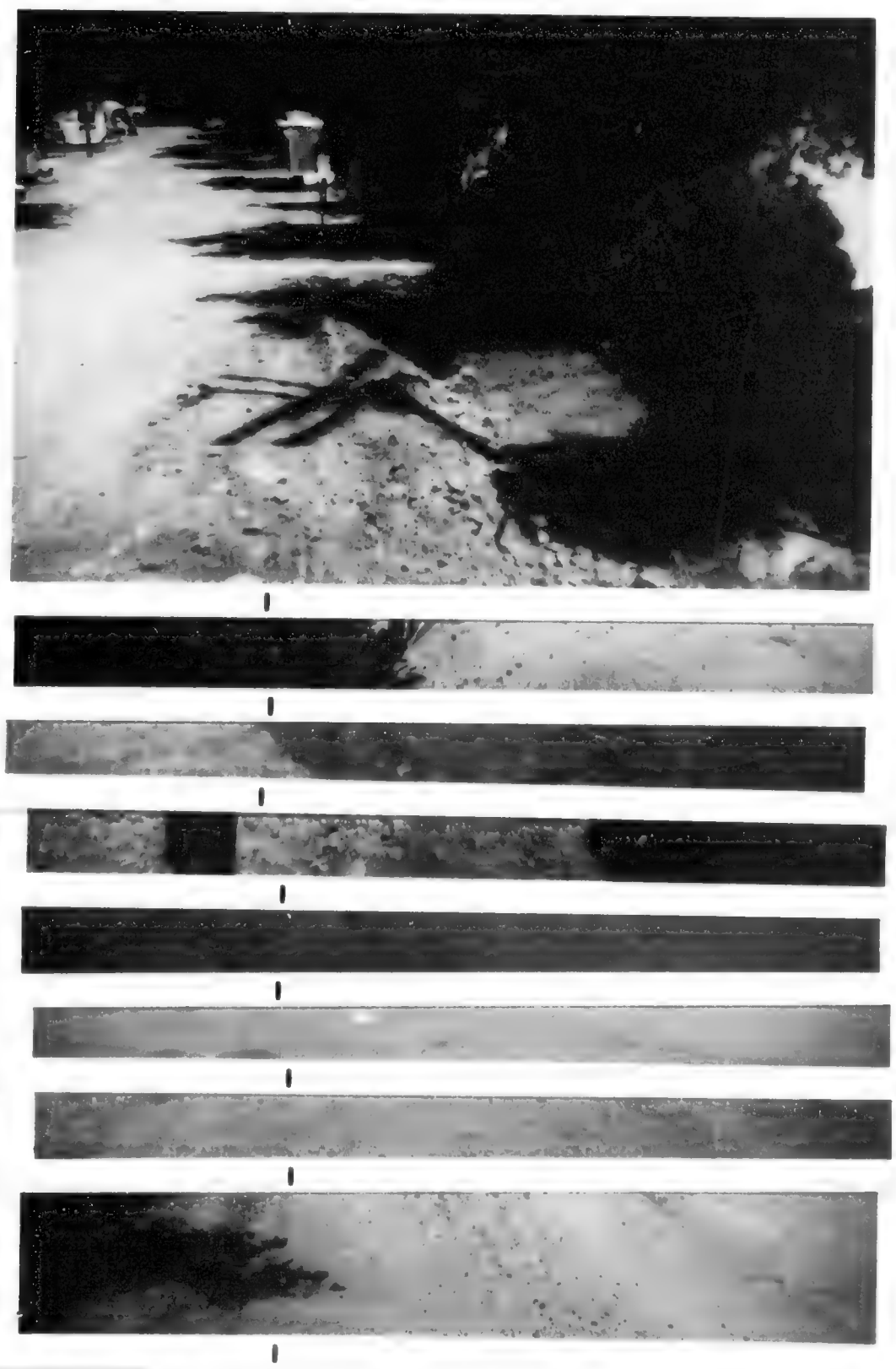

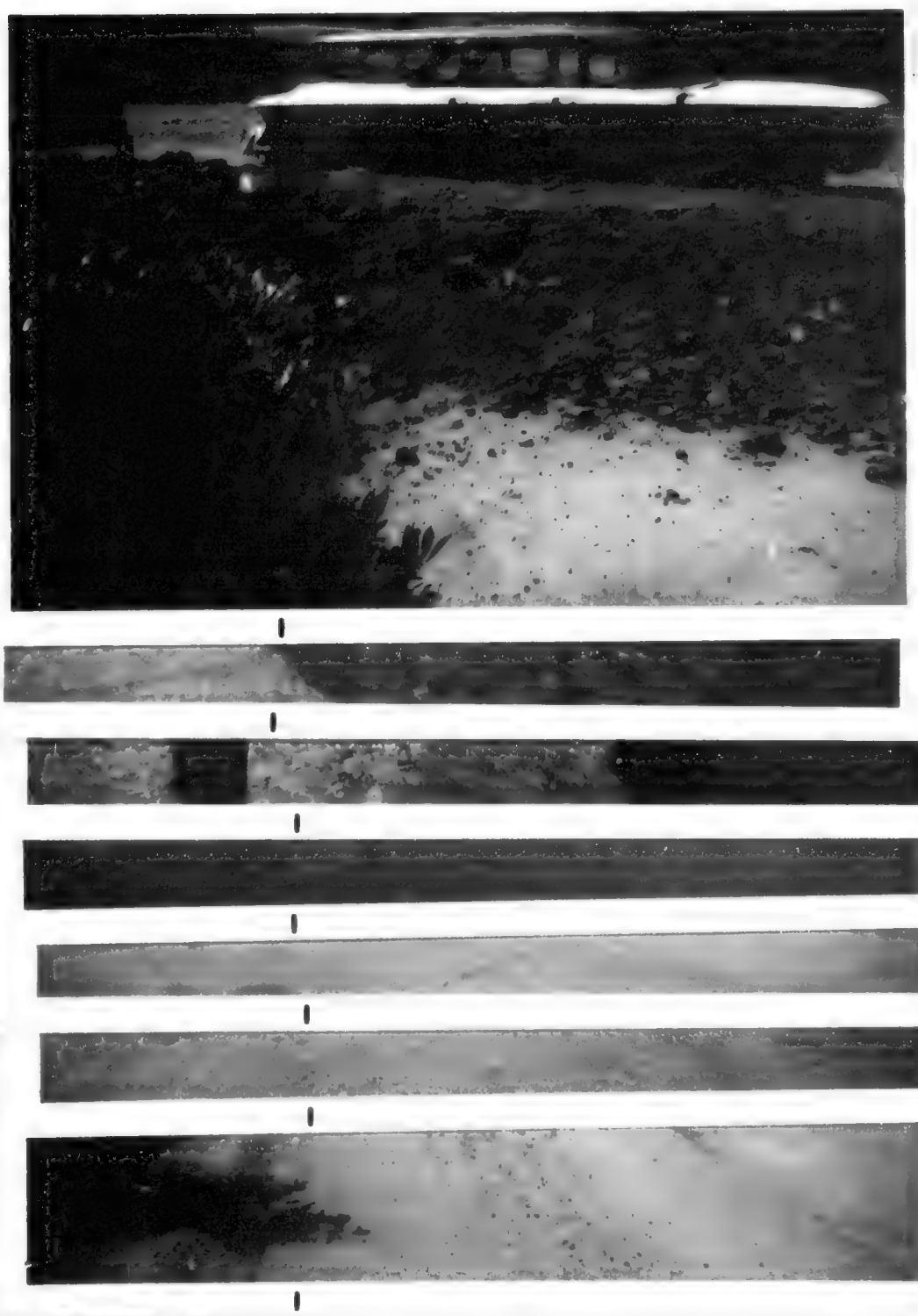

REAL
ESTATE

REAL
ESTATE

#7948

R

FROHNMAYER & DEATHERAGE
ATTORNEYS AT LAW
P. O. BOX 1726 • 39 SOUTH CENTRAL
MEDFORD, OREGON 97501

TELEPHONE
A/C 503 773-[illegible]

OTTO J. FROHNMAYER
W. V. DEATHERAGE
STUART E. FOSTER
WILLIAM G. PURDY
DOUGLAS P. CUSHING
JAMES L. SUTHERLAND

July ~~15~~ 21, 1975

Ms. E. Ruth Keller
Administrative Assistant
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Ms. Keller:

Pursuant to your letter of July 11 we are returning release executed and acknowledged by R. W. Voris and Mary Elizabeth Voris together with the voucher.

Mr. Voris is leaving on an extended trip on or about July 26. I will appreciate it if you will forward the check to me prior to that date.

Thank you very much for your cooperation.

Sincerely yours,

Otto J. Frohnmayer

OJF/jeh

Enc.

RECEIVED
STATE HWY ENGR
JUL 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

7-21-75

Mr. Frohnmayer -- Will you please have the notary affix her seal on the Release of Damages and return the Release to us as soon as possible. We will expedite payment, but I am not at all sure that we can obtain the check from our accounting section and have it sent to you via the mail by July 26.

R.K.
Ruth Keller

Form 21-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 10, 1975

FILE:

FROM: Ruth Keller
Document Supervisor

TO: Mr. F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT: Voris Property
Wightman St.-Walker Ave. (Ashland) Sec.
Rogue Valley Highway

Attached is the original and one copy of the Release form which Mr. Coulter requested that we prepare.

Please ask Mr. and Mrs. Voris to sign the original before a notary public the same way their names appear in the heading of same.

We understand that payment will not be processed through the Right of Way office, but we can record the Release for you if you would like us to take care of that part of the transaction. If this is your wish, please have the executed Release returned to me.

RK:nn
Att.

7148

R

April 16, 1975

M. C. Lininger & Sons
P. O. Box 1145
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7948 for work on Wightman St.-Walker Avenue on the Rogue Valley Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 25 days is granted because of added orders (P.A. No. 6, P.A. No. 8 and Extra Work Order No. 5) - 2 1/2 days; utility conflict in late March and early April - 14 days; and additional perforated pipe work - 8 1/2 days.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
V. E. Skoog
Alfred Shirley

JAB:fr dpy

7948 K

Form FHWA 121 (Rev. 9-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project T-5002(2)
Wightman Street-Walker Avenue Section
Contract No. 7948
Request for Time Extension

DATE: April 1, 1975

In reply refer to: 1041DB

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in extending the specified completion date 25 days based on the reasons set forth in Mr. Coulter's March 31, 1975 request.

G. K. Hoosier
for G. L. Green

RECEIVED
APR 15 1975
Office of
Assistant State Highway Engineer

4-15-75
cy Keasey
Shirley
Chuck

RECEIVED
STATE HWY ENGR
APR 15 '75
REFER
Coulter
FOR
Info | Inves | R/W | D/R | Sign | Act | File

NOTED
L. E. JOHNS

NOTED
H.S. COULTER

File: CON 5

OREGON STATE HIGHWAY DIVISION

DATE March 31, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Wightman St.-Walker Ave. Section
FAP No. T-5002(2), Contract No. 7948

The contractor has requested a complete time extension (50½ days) because of wet weather, city utility conflicts, added perforated pipe quantities, and three added orders:

PA	6	8-2-74	Relocate controller and revise wiring	$1,224
PA	8	8-22-74	Interior illuminated no left turn sign	260
EWO	5	6-24-74	Concrete stairs	1,500

Bids were opened on this project September 27, 1973 (only one bid was received). The 175 calendar days set was to allow for the signal work along with the fact that the project was bid too late in the 1973 season to allow grading work that year. Site work started March 13, 1974, with about 115 days remaining; this time expired July 19 after allowing for some holiday stop work orders. Main line paving was completed July 29. Signal work began August 7.

The unforeseen utility adjustment work is a valid reason for extension. This occurred mostly during the last week of March and the first week of April. We recommend a two-week extension for this reason.

The 700-foot perforated pipe overrun required two separate material reorders by the contractor in April and May involving delays to secure the pipe and then install it. We recommend extension for half of the elapsed time involved, or 8½ days, plus another 2½ days to do the signal work added by Price Agreements 6 and 8.

Your concurrence is requested in a 25-day extension which will leave 25½ days in effect.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 26, 1975

FILE: CON 5 #7948

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Wightman St.-Walker Ave. Section
Contract No. 7948
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

M. C. Lininger & Sons request a complete time extension (50½ days) because of wet weather, city utility conflicts, added perf. pipe quantities and three added orders as follows:

P.A. No. 6, 8-2-74, relocate controller and revise wiring	$1,224.00.
P.A. No. 8, 8-22-74, interior illuminated no left turn sign	260.00.
E.W.O. 5, 6-24-74, concrete stairs	1,500.00.

Bids were opened on this project September 27, 1973 (only one bid received). The contract amount of $205,458.00 includes a signal installation with a lump sum bid of $32,500. The 175 calendar days set was to allow for the signal work along with the fact that the project was bid too late in the 1973 season to allow grading work yet that year. Site work started March 13, 1974 with about 115 days remaining which would be reasonable for the amount of road work to be done. This time expired July 19 after allowing for some holiday stop work orders. Main line paving was completed July 29. Signal work began August 7. I note that there was no activity on the project during about 10 days of good weather in June waiting for the subcontracted curb work.

The region report (attached) cites some pertinent dates on the signal work. The two price agreements involved were not complex changes that controlled the job schedule.

In recommending a complete time extension, the Resident Engineer makes two references to poor weather in March and April and utility conflict as having been recognized on two other projects in the area. I believe he is referring to Park St.-Pacific Hwy. Contract No. 7799 where he issued an early spring, 1974 stop work order (when the project had been delayed for other reasons and was in liquidated damages) and Steward Cr.-Gore Cr. Contract No. 7947 where extension was granted for added work and utility conflict.

I agree that the unforeseen utility adjustment work is a valid reason for extension. This apparently occurred mostly during the last week of March and the first week of April. The contractor's request is not specific on this item, but he seems to be talking about at least

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Office of
Assistant State Highway Engineer

10 days. Region combines this reason with the weather reason and recommends 18 days for the two combined. I don't believe we should recognize the weather reason, but would be generous on the unforeseen utility conflict. I recommend two weeks.

The 8½ days recommended by Resident and Region on the perf. pipe overrun is generous, but I would concur in it plus the 2½ days for P.A. Nos. 6 and 8, signal changes. I therefore recommend a total extension of 25 days which would leave 25½ days in effect at $100 per day. This is a Topics project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Contract Payments
J. X. Wilson, Region 3

E-259 (Rev.)—5M—9-64

Oregon State Highway Division Res. Engineer

REC'D _____ Medford

JAN 24 1975

1 2 3 4 5 6 7 8 9

Res. A Res A Res. Office

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan 8, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 225½ days, within which to complete our Contract No. 7948, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attatched

Respectfully submitted,

M.C. Lininger and Son's
Contractor

By Ludwig E Mueller

CONSENT OF SURETY

Date January 13, 1975, 19

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren
Attorney-in-fact

Hansen & Rowland, Inc. of Oregon
Resident Agent

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON (SEAL)
1929 Georgia Pacific Building
Portland, Oregon

By Ethel Wold
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7948 Contractor M. C. Lininger & Sons

Highway Rogue Valley

Section Wightman St.-Walker Ave.

Kind of Work Grading, Paving & Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 25 day extension of contract time because of added orders, (P.A. No. 6, P.A. No. 8 and E.W.O. No. 5) additional perf. pipe work and unforeseen utility adjustment conflicts.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

LININGER

January 8, 1975

The dates of the workdays during which prosecution of the work actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1- 3/22/74 to 3/27/74- Ashland city crews working on sewer line at Francis Ave. We could not lay pipe. To wet to do excavation.

2- 3/28/74- To wet to work

3- 4/1/74- 4/2/74- To wet to work

4- 4/12/74- Added 500 L.F. 6" perf. pipe
Pipe received 4/20/74

5- 4/18/74 To wet to work

6- 5/8/74 Added 200 L.F. 6" Perf. pipe
Pipe received 5/14/74

7- 7/24/74- 7/29/74- Ashland City crews replaced water main under sidewalk and driveway on Indiana Ave. and Siskiyou Blvd. We were unable to pour sidewalk.

8- See attatched letter from Hamilton Electric Inc. concerning PA # 6 & 8

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OCT 24 1974

HE
ELECTRICAL CONTRACTING

October 22, 1974

M. C. Lininger & Sons
P.O. Box 1145
Medford, Oregon 97501

Re: OSHD Contract #7948
Ashland Traffic Signals

It is our position that the 50½ days excess time on this project is because of the delay of the State in accepting the change items that were finally covered on Price Agreement #6. The plans were revised on June 6, 1974 but we did not receive final approval of the change until August 9, 1974. There was no possible way that it could then be completed by the August 12th. completion date. Our price quotation was sent back for clarification several times before it was finally accepted.

There was also a change to install interior illuminated signs that was not initiated until after the August 12th. completion date.

Please advise us if you have any questions or need any additional clarification on this.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

DATE December ~~18~~ 23, 1974

TO J. X. Wilson
Region Construction Engineer

FROM Wm. H. Maude
Resident Engineer

SUBJECT Revision to Voris Property
Wightman St. - Walker Ave.
Contract #7948

I believe only the $1250 is appropriate. Some modification can be made if owner would agree which seems unlikely.

NOTED
H. S. COULTER

The following data is enclosed concerning subject property in the city of Ashland:

1. Estimate of cost to contruct proposed revision to Voris property per property owner's plan.
2. Copy State Force Order #9 (Has not been perfomed).
3. Plan of proposed revisions to Voris property.
4. Sketch of driveways and planter Voris property.

Item #1, cost estimate was prepared with assistance of maintenance personnel who would be performing work and cost analysis section Salem. Units cost are high due to small quantities involved and nature of the work, irregular areas, etc. The estimated cost of item #1 is $7,000.00.

SFO #9 was written to finish grading and pave existing driveways in the amount of #1,250.00.

The property owner's revisions would cost an estimated additional $5,750.00.

cc: File

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DEC 24 1974
Office of
Assistant State Highway Engineer

ROSEBURG REGION
RECEIVED
DEC 23 1974

RE	RME	ACE	ROE	TE
RUE	DES	RSR	FILE	
ENV	FAE	RBI		

12-23-74
CC: H.S. Coulter - This is info you requested on subject file. If any further is needed please let me know.
J.X.W.

12/12/74

Wigington-Walker

Hicks
Hobb
Dickey
Barrow's

		Walk Driveway
0+00	Gutter Line	0
+04.5		+03
18		-2.1
39		-6.2
47		-7.1
51		-7.2

Profile at

Trailer Park

28

27+48.15

side WALK

Hedge

Hedge

Shrubs & Roses

ILLUM SIGN

ROCK WALL

Driveway

30'± Driveway

Rough Fill Slope

VORIS PROPERTY
WIGHTMAN ST. – WALKER AVE.
CONTRACT 7948

1" = 10'

11X7 Bldg

1 N

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7948

APPLYING TO CONTRACT PROJECTS

Order No. 9

Section Wightman St - Walker Ave (Ashland) Date October 11, 19 74

Highway Rogue Valley F.A.P. No. T-5002(2)

County Jackson Prefix 15-0605 Account No. 237-09

Description of Work To Be Done:

Finish grading and Pave two(2) driveways.

Location by Station Numbers:

Left of Station 27+50 and Left of Station 28+15

Oregon State Highway Division Res. Engineer

REC Medford

OCT 25 1974

1 2 3 4 5 6 7 8 9

Res. A Res A Res. Office

Estimate of Quantities and Costs:

Material:	- - - - - - - - - -	$900.00
Labor:	- - - - - - - - - -	200.00
Equipment:	- - - - - - - - - -	150.00
TOTAL:	- - - - - - - - - -	$1,250.00

Explanation: Possible litigation has interferred with this contract under construction. It was deemed unreasonable to require the contractor to remain on the project until the legal problems are resolved. Work to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $250,617.08

Present estimate of project cost, including $1,250.00 for work under this order $250,617.08

Expected under-run / over-run (amount) . . . . . $ None

Expected under-run / over-run (per cent) . . . . . None

Space to right of this line is for use of Salem Office

Submitted by: Wm H McDade
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: J Reason
Construction Engineer

AD

Estimate of cost to construct
Proposed Revisions to Voris Property — 1948.
Per property owner's plan — Sh. 1 4

PROPOSED OREGON STATE HIGHWAY DIVISION

Calculations for SFO on Voris Property ..... Wightman St – Walker Ave

Made by ..... 19.... Checked by ..... , 19..... Backchecked by .....

Area R.W. Voris Property — 5,000 Sq. Ft. (Planimeter)

Subgrade

End Area Factor 70' = 1.29629629

		℄	
	$10\frac{1}{5}$	$10\frac{3}{5}$	$10\frac{5}{0}$
	50	0	50
0+70			= 322.5 Sq Ft
	$9\frac{7}{1}$	$10\frac{0}{0}$	$10\frac{2}{9}$
	50	0	50

= 209.03 Cu Yds

70' Wedge = 0.0

0+00 0°

Base

Area		Depth		Tons / Cu. Ft		
5000 Sq ft	×	4"/12	×	1.89	=	116.67 Tons

Asphaltic Concrete – 2"

Area		Depth		Tons / Sq Ft 1" Thick	=	
5000 Sq Ft	×	2"	×	0.00631		63.10 Tons
					+10%	6.31
						69.41 Tons

Embankment	210 CY @ 4.75 / CY =	997.50	or $11,000^{00}$
Base Rock	120 Ton @ 7.50 / Ton =	- - - -	910^{00}
AC	70 Ton @ 30^{00} / Ton =	- - -	2100^{00}
			$4,000^{00}$

Form 81-711-1.69

794'3
2 4

Pr

OREGON STATE HIGHWAY DIVISION

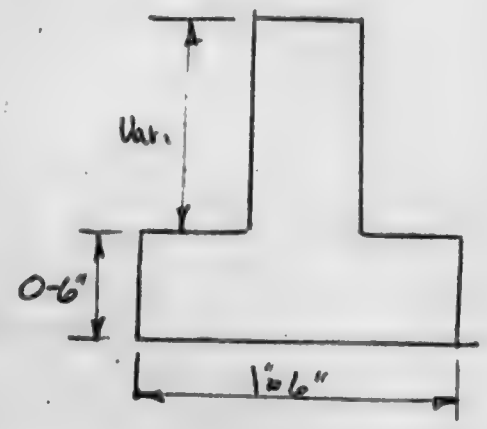
Calculations for SFO Uonis Property

Made by KCA ..... 19..... Checked by SW ....., 19..... Backchecked by

Rein Concrete Retaining Wall around Mail Shed

Pedestrian Hand Rail
Cost/lin ft =

34' x $20.00 = $680.00



Wall

$\left(\frac{H}{\frac{2.5+2.3}{2}}\right) \times \overset{L}{12''} \times \overset{T}{0.5} = 14.4$ cu.ft

$\left(\frac{H}{\frac{2.3+1.4}{2}}\right) \times \overset{L}{22'} \times \overset{T}{0.5} = 20.9$ cu.ft

Footing

$\overset{L}{34'} \times \overset{W}{1.5} \times \overset{T}{0.5} = 25.5$ cu ft.

Steps = 6.0 cu.ft

total = $\frac{66.8}{27} = 2.47$ or 2.5 CY

2.5 x $300/cy = $750.00

Steel reinforcement
#/lin ft of wall = 5.4

(5.4 x 34 = 184# x 0.37) = $68.00

Sheet total = $1,498.00

Form 81-731-3106

1948

Sh. 3 4

OREGON STATE HIGHWAY DIVISION

Calculations for ...

Made by ....., 19..... Checked by ....., 19..... Backchecked by

Sidewalk around Mail Shed

8.5 sq yds @ $10/sq yd = $85.00

Extruded Curb

190 Lin ft @ 2.50/Lin ft = $475.00

Planting Bed SW Corner of Property

Plant Shrubbs, Remove AC, Place Top Soil

Lump Sum ——— $420.00

Sheet total $980.00

Top Soil 30CY @ 4.00 = 120.00
Remove AC = $150.00
Shrubbs = $150.00

Job No 7748
Sheet 4 of 4

PROPOSED OREGON STATE HIGHWAY DIVISION

Calculations for SFO on Uori's Property (Estimate) Wightman St - Walker Ave

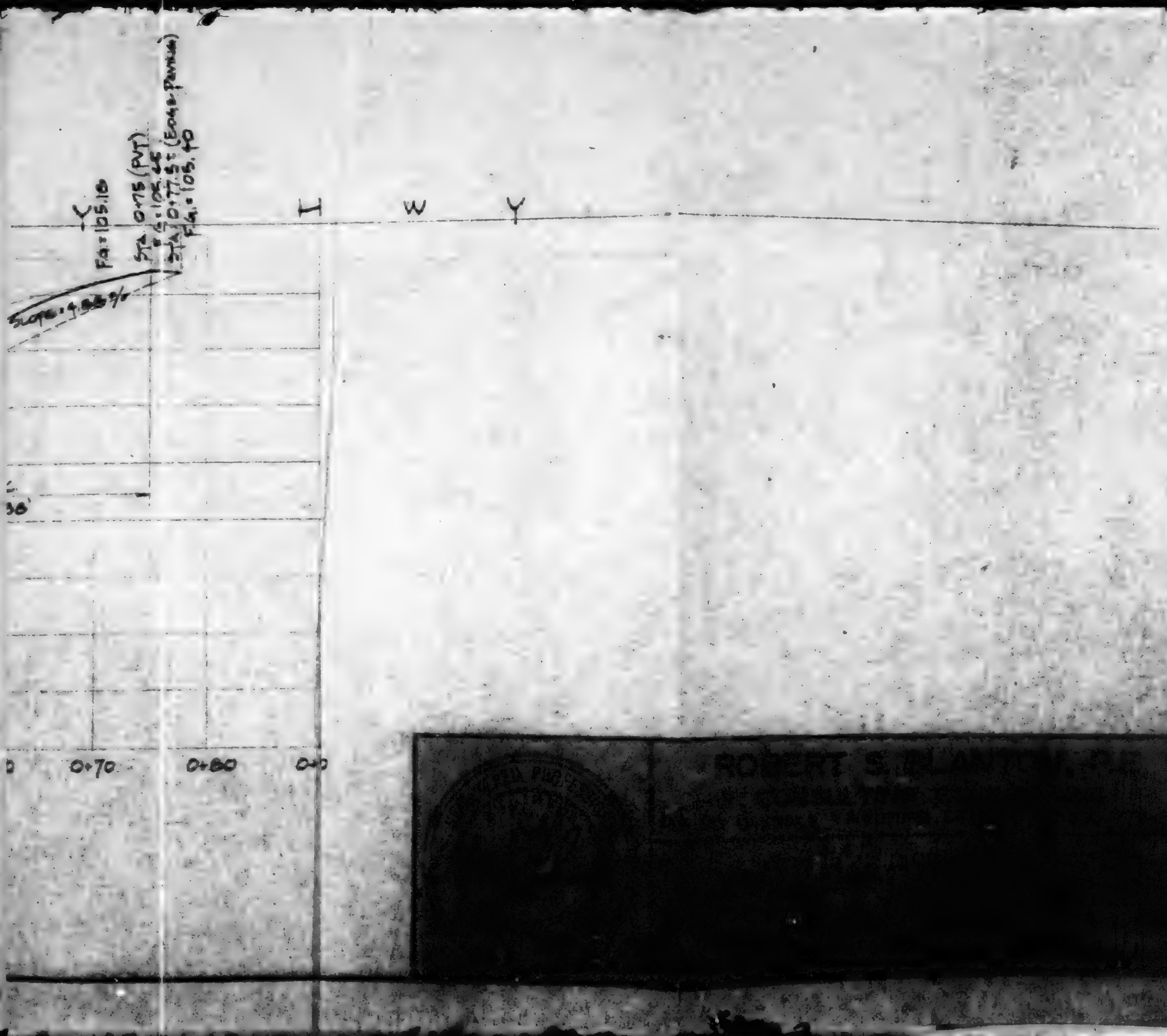
Made by KCA 12 19 74 Checked by , 19 . Backchecked by

Summary

Sheet 1	$4,000.00
Sheet 2	1,498.00
Sheet 3	980.00
	$6,478.00

Mobilization
Move in, move out, clean up 500.00

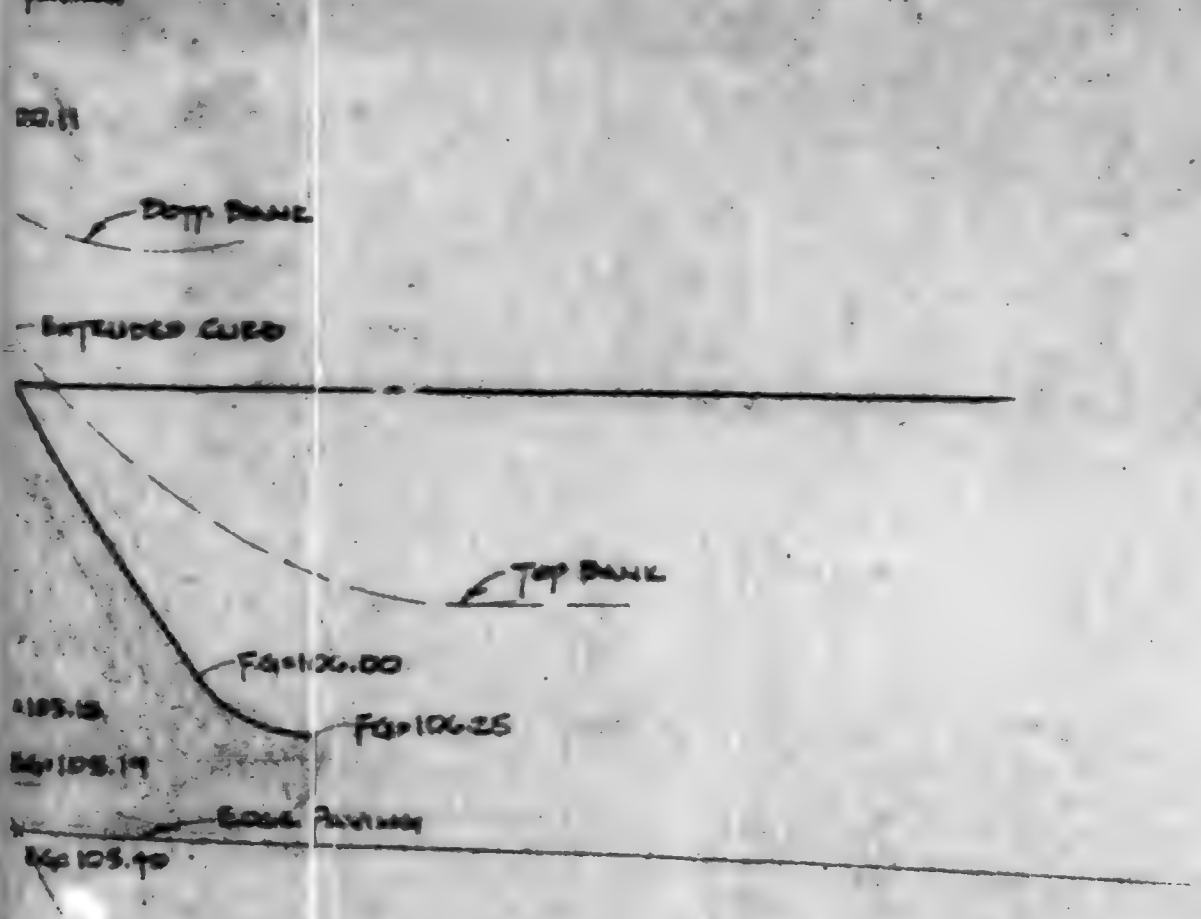
$6,978.00


Y
Fg = 105.10
STA 0+75 (PVT)
Fg = 105.65
STA 0+77.53 (EOA & PVMT)
Fg = 105.70
SLOPE = 1.88 %
I
W
Y
30'
0+70
0+80
0+0

0+30 0+40 0+50 0+60 0+70 0+80 0+90 1+00

PROFILE - WESTERLY DRIVEWAY

SCALE: VERT 1"=2'
HORIZ 1"=10'



PROFILE - WESTERLY DRIVEWAY

STA. 0+12.3 (PVC)
F.G. = 93.77

-2.20%

F.G. = 94.08

0+25 (MOVC)
F.G. = 94.44

F.G. = 94.93

25' V.C.
E = 0.510

0+37.5 (PVT)
F.G. = 95.09

F.G. = 96.26

Finish Grade

Existing Grade

F.G. = 97.74

slope = 14.9%

F.G. = 99.21

F.G. = 100.69

STA. 0+75 (PVC)
F.G. = 101.42

F.G. = 102.89

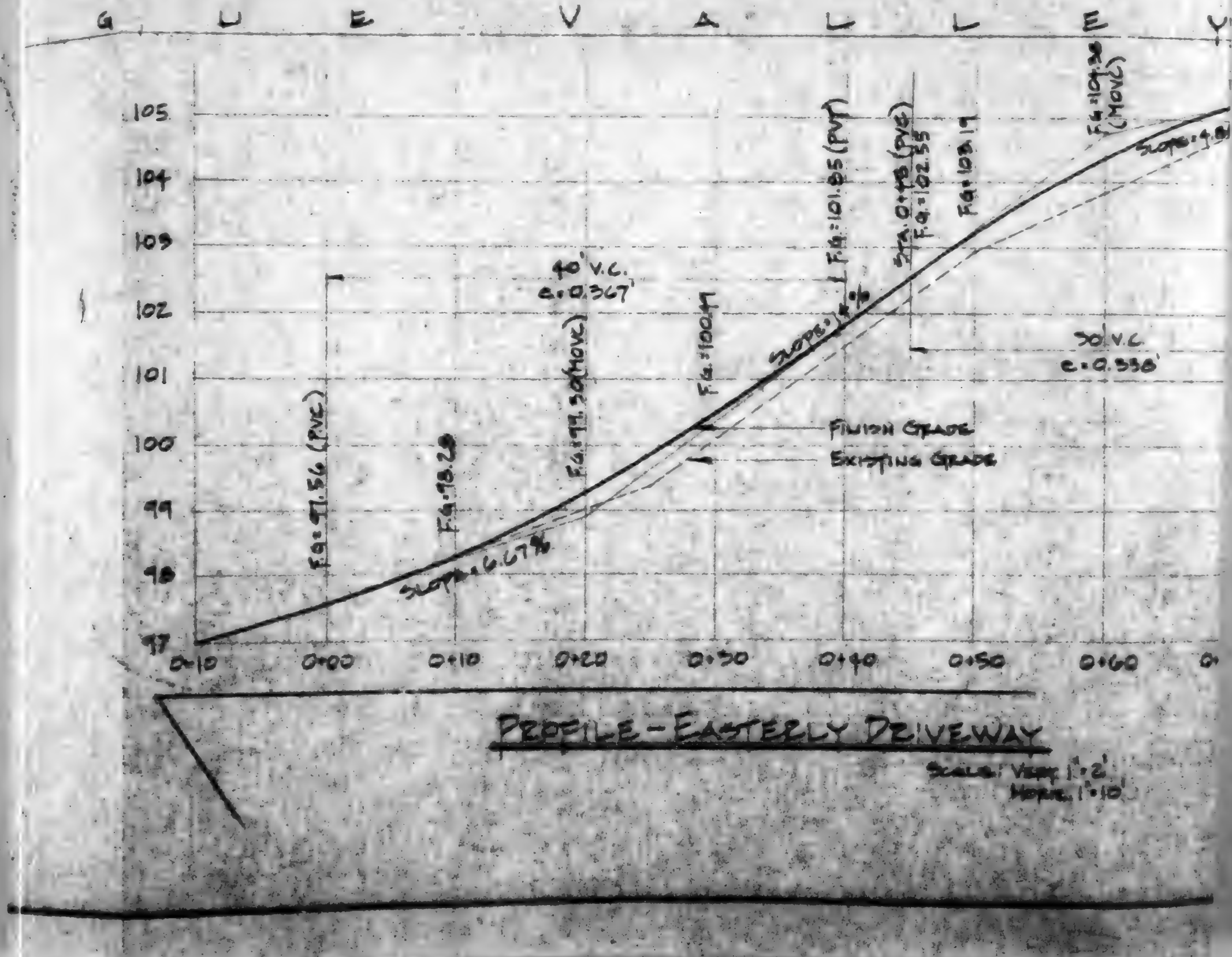
STA. 0+85 (MOVC)
F.G. = 102.61

F.G. = 102.99

20' V.C.
E = 0.289

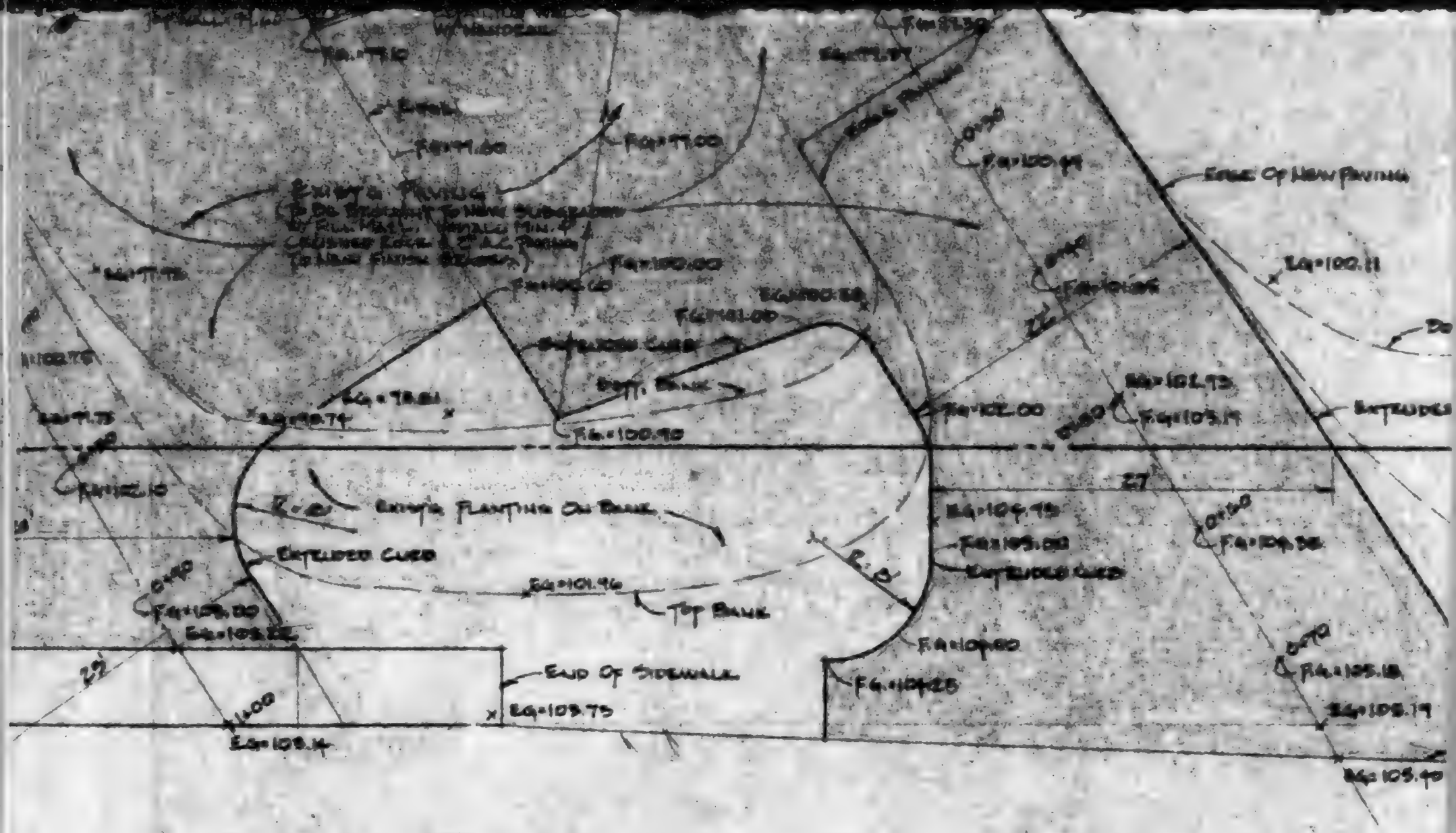
0+97.5 (PVT)
F.G. = 103.22

0+30 0+40 0+50 0+60 0+70 0+80 0+90 1+00



PROFILE - EASTERLY DRIVEWAY

SCALE: VERT. 1"=2'
HORIZ. 1"=10'


EXTENDED CURB
TOP BANK
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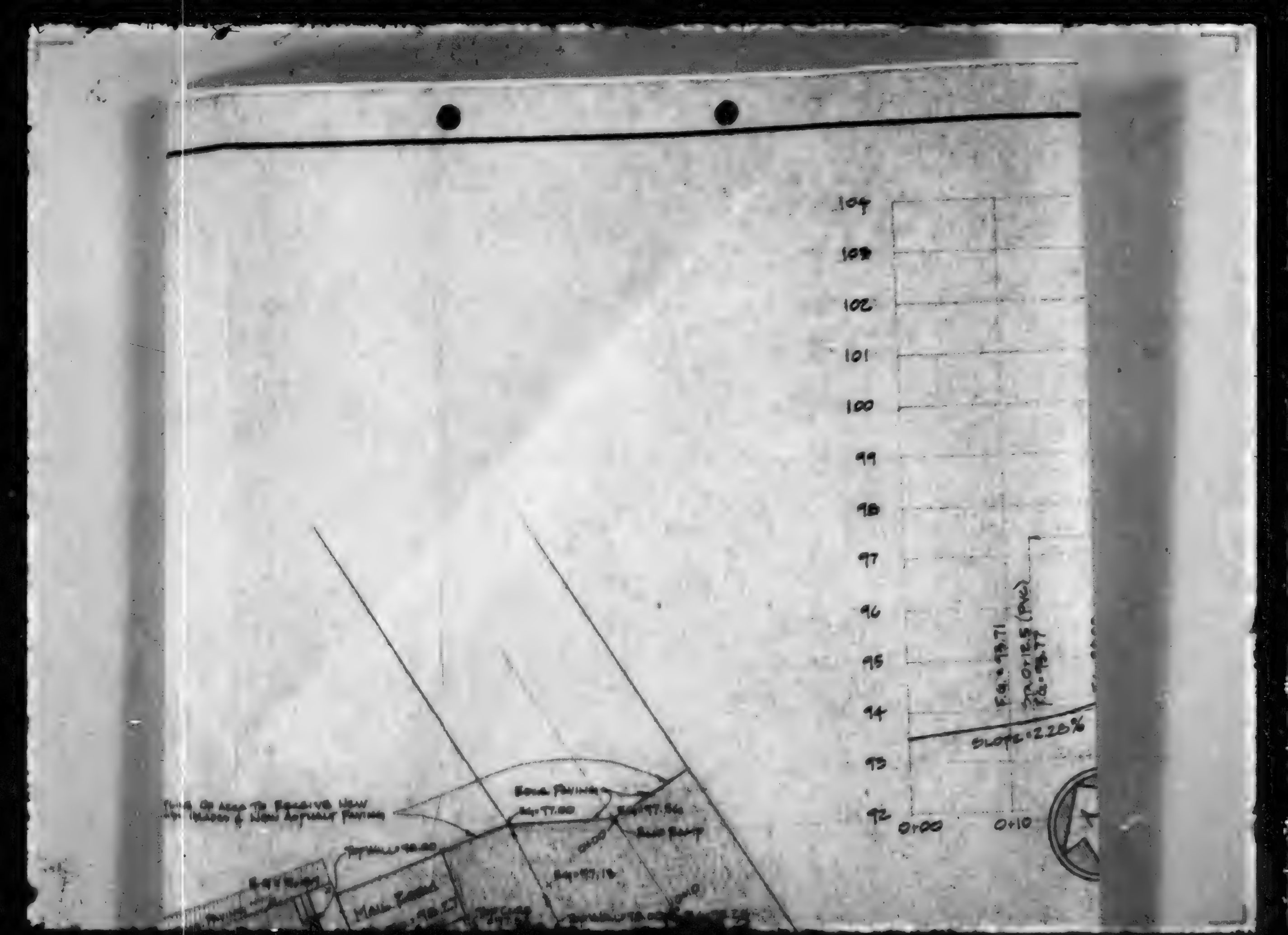
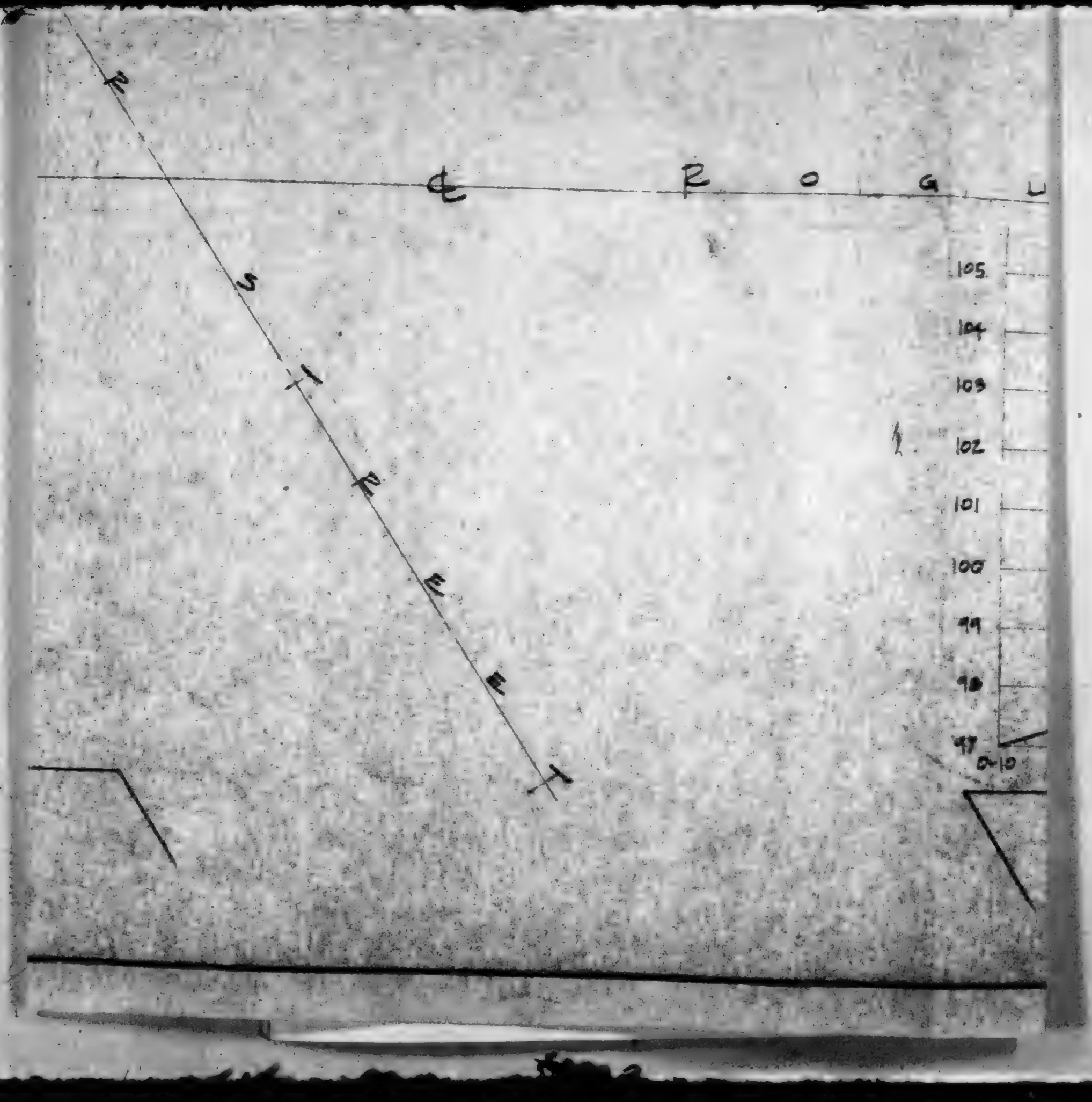

104
103
102
101
100
99
98
97
96
95
94
93
92
0+00
0+10
SLOPE = 2.20%
Main Ramp
Exist. Pavement
Exist. Ramp


R
℄
R O G U
S T R E E T
105
104
103
102
101
100
99
98
97
0-10

OUTLINE OF AREA TO BE FILLED
FINISH GRADES & NEW APP

EXISTG PAVILION
(TO BE OVERLAYED WITH BASE & PAVING)

REAL ESTATE OFFICE
FIN. FL. = 100.00

EXIST'G PAVING
(BREAK UP EXIST'G PAVING & INSTALL TOPSOIL - SLOPE TO NEW GRADE)

EXIST'G RETAINING WALL

INSTALL PLANTINGS

FILL

SIDEWALK

CURB

BOTT. BANK

TOP BANK

TOP WALL

EDGE PAVING

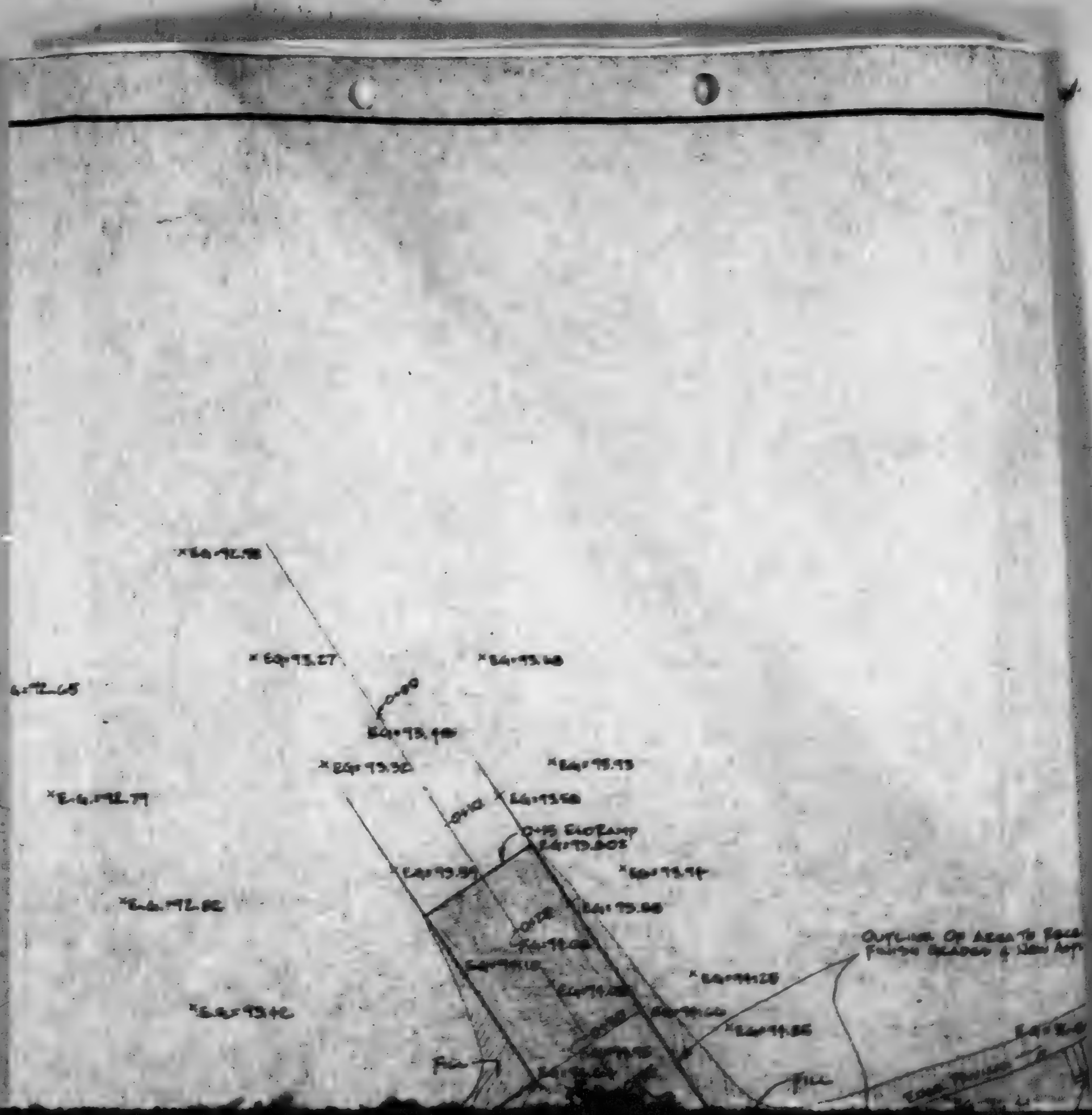
EDGE EXIST'G ROAD PAVING

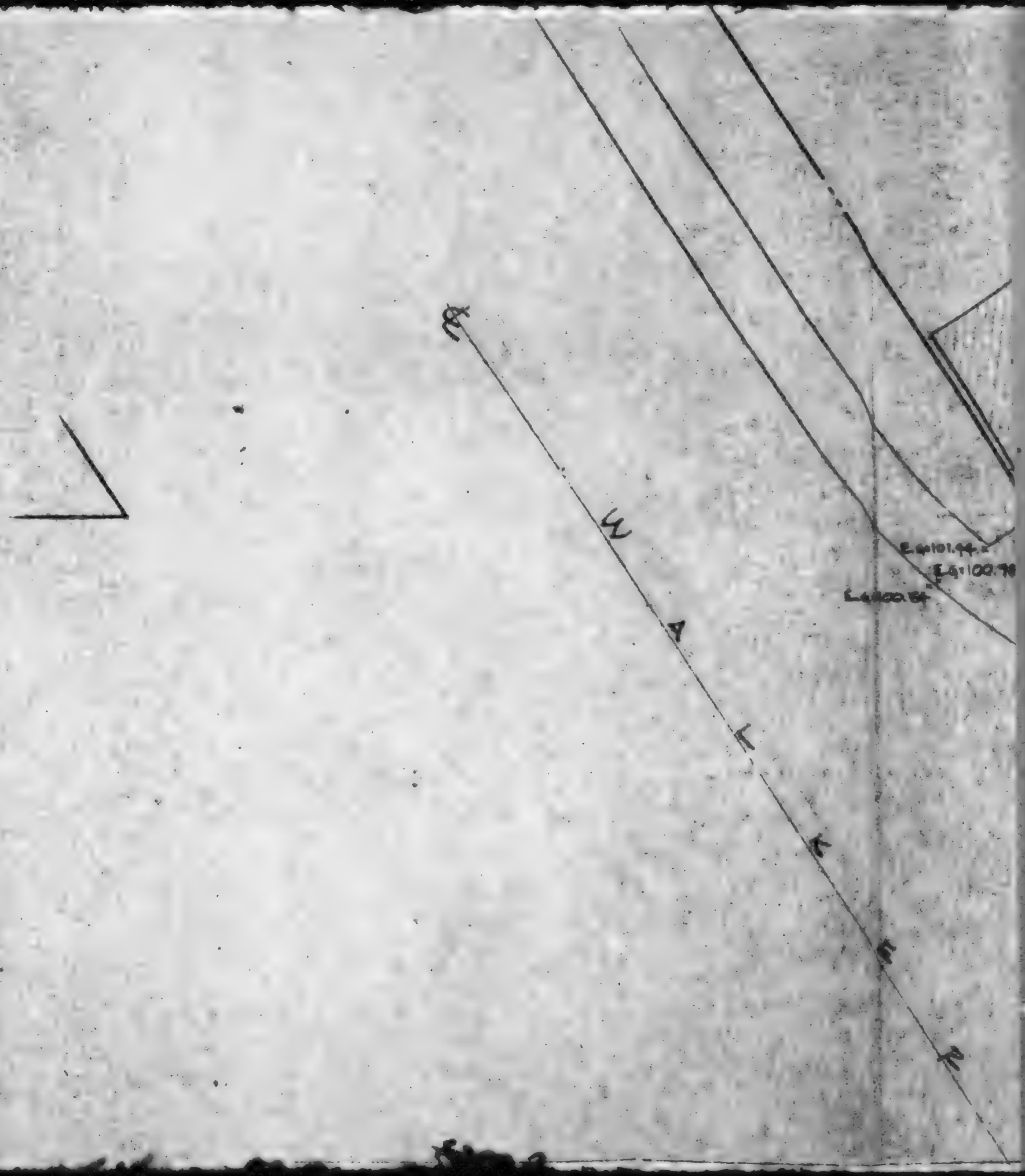
INTERLOCKED CURB

HANDRAIL

20'

22'


OUTLINE OF AREA TO BE
FINISH GRADED & SEED
Fill
Fill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W
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E.G.=100.54

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7948

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Wightman St. - Walker Ave. (Ashland)	WEEK ENDING: September 21, 1974
		SECTION PREFIX: 15-0605
	HIGHWAY: Rogue Valley	COUNTY: Jackson
NAME OF JOB: Wightman St. - Walker Ave.	KIND OF WORK: Grading, Paving & Signals	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7948	FEDERAL AID PROJECT NUMBER: T-5002(2)
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: March 13, 1974	ESTIMATED COMPLETION DATE: September 11, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS: 175	WORK DAYS USED: 225½
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 250,617.08	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 129
EXCLUSIVE OF ENGINEERING: $ 230,744.36	ENGINEERING AUTHORIZATION $ 19,972.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 230,744.36	ENGINEERING COST TO DATE $ 19,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: September 11, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.36	0.36			0.36
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.36	0.36			0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,570	6,450			3,600
TOTAL QUANTITIES CORRECTED TO DATE	5,570	5,400			3,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,570	5,400			3,100
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Fair	0		
MONDAY 16	Fair	0		
TUESDAY 17	Fair	0		
WEDNESDAY 18	Fair	0		
THURSDAY 19	Fair	0		
FRIDAY 20	Fair	0		
SATURDAY 21	Fair	0		

Kelsay Bond Jackmond Harwood Johnsen Walker Bridge Glenn Sarg

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SEP 23 1974
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Install mailboxes at Omar's sta. 16+05 Rt.
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Project completed except for driveways into Voris's property at south end of project. Property owner has contacted lawyer. ~~M~~ The property owner does not want anything done in this area until he ~~xxxxxx~~ can present his proposals in plan form. J. X. Wilson met with Voris's lawyer at job site Thursday.

Tom Lowe, FHWA and J. X. Wilson made final inspection of project Thursday.

SIGNED Wm. H. Maude LOCATION Medford

By: R C Allen

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#7948

STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Jackson	Oregon

IN COMPANY WITH

Bill Maude, Res Engr, OSHD; J. X. Wilson, Reg Constr Engr, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-20-74	T. P. Lowe, Area Engineer	T-5002(2)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	*	128 %	100 %

NOTED H.S. COULTER 12-13-74

RECEIVED DEC 13 1974

Office of Assistant State Highway Engineer

COPY SENT DEC 12 1974 Washington

WHITMAN STREET-WALKER AVENUE (ASHLAND)
ROGUE VALLEY HIGHWAY
Grading, Paving, and Traffic Signal Installation

1. Scope of Inspection

The inspection was limited to a field review of the completed work.

2. Contract Time

The contract allowed 175 days. The contractor used 225½ days to comp'ete the work. It is expected that the contractor will submit a request for time extension based on unavailability of certain materials. Disposition of this matter will be discussed in the Final Acceptance Report.

3. Summary of Findings and Recommendations

Except for some minor items of cleanup work, the project has been completed in substantial compliance with the approved plans and specifications and acceptance is recommended. The resident engineer advised the contractor has been requested to complete several very minor items of clear ing and dressing slopes. Mr. Boris, owner of a trailer court adjacent to the project, has refused entry on his property to complete the approach road. Mr. Boris, through legal counsel, has requested the State construct certain retaining walls and other improvements to his property. Until agreement has been made with Mr. Boris concerning what work will be performed by the State, both Mr. Boris and the State do not want to complete paving of the approach and therefore this part of the work was not completed by the contractor. It is expected that as soon as agreement is reached with Mr. Boris this work will be performed with State forces since the contractor has removed his equipment from the area.

#7948

FORM 21-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 13, 1974

FROM:

SUBJECT: Bike Projects in Ashland
Wightman Street-Walker Avenue and
Walker Avenue-Tolman Creek Road
Rogue Valley Hwy, Jackson County

TO: MEMO TO FILES

E. S. HUNTER

On August 22, I participated in a final inspection tour of the subject bikeway projects with J.X. Wilson, Bill Maude, and the contractor.

The 8-foot wide Class II bikeway from Wightman Street to Walker Avenue was constructed in conjunction with a TOPICS reconstruction project. The concrete bikeway section was constructed in an excellent manor virtually eliminating the bumps at each construction and expansion joint. The driveways were constructed with perpendicular expansion joints (non-state standard) resulting in a better riding profile across the driveways.

From Walker Avenue to Tolman Creek Road a combination Class I and Class II bikeway was constructed with asphalt surfacing to a variable width of 7 to 8 feet. In areas where adequate room was available, the bikeway width was increased from the plan width of 7 feet to 8 feet, resulting in a better overall facility.

I feel the overall construction of both bikeways is excellent, each facility exhibiting a good riding surface. The only complaint I have is the earth backfill along the edges of the bikeway. However, Mr. Maude indicated that this would be corrected as they plan to blow fiber mulch on these slopes for stabilization which will also result in dressing up the area.

These bikeways fit very well into the existing bikeway which is constructed in Ashland and I noticed an extensive amount of bicycle use. This is a bikeway the Highway Division can take pride in and will be well used.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc V.D. Wolfe : E.S. Hunter
J.H. Versteeg : C.T. Keasey
Alfred Shirley : Bill Maude

RECEIVED
SEP 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1948

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE August 13, 1974

TO William Maude
Resident Engineer

JOHN R. OAKES

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT

630-5

I am enclosing the PERMIT OF ENTRY executed by the First Baptist Church in Ashland and sent to this office.

Please note their list of potential problems added as a P.S. to their PERMIT OF ENTRY.

JRO:ha
Enc.
cc A. E. Johnson

RECEIVED
STATE HWY ENGR
AUG 13 74
REFER TO
FOR
Init. Avas R/D D/R Sign Act File

RECEIVED
AUG 20 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 13, 1974

Andrew P. Bobbett
Chairman, Board of Trustees
First Baptist Church
2004 Siskiyou Boulevard
Ashland, Oregon 97520

Dear Mr. Bobbett:

We wish to thank you for your PERMIT OF ENTRY so that we could construct the bikeway along the Siskiyou Boulevard. As you have pointed out several potential problems, I have forwarded the PERMIT to our Resident Engineer, Mr. William Maude, in Medford.

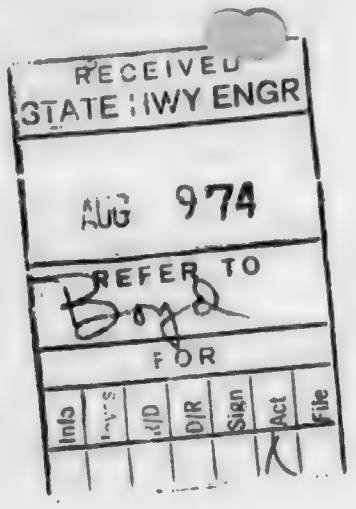
If you think of any further data that Mr. Maude should consider, please contact him by telephoning 779-7971.

Very truly yours,

John R. Oakes
Assistant R/W Engineer

JRO:ha
cc William Maude
A. E. Johnson

RECEIVED
STATE HWY ENGR
AUG 13 74
REFER TO
FOR
Info | Gives | R/D | D/R | Sign | Act | File



NOTED
A. E. JOHNSON

First Baptist Church

2004 Siskiyou Boulevard, Ashland, Oregon 97520
Office Phone (503) 482-3836
Rev. Roy M. Kooshian, Pastor
Home Phone 482-8553

August 7, 1974
Highway: Rogue Valley
County: Jackson

PERMIT OF ENTRY

Oregon State Highway Commission
State Highway Building
Salem 10, Oregon 97310

Gentlemen:

In order to permit the Highway Commission to proceed with the construction of the Ashland Bikeway along Siskiyou Blvd., the undersigned does hereby grant the Commission, its agents, or contractors, the right to enter upon church property for the purpose of necessary cut slope work.

It is understood that upon completion of the above mentioned work, the area will be left in a neat and orderly condition.

Cordially,

Andrew P Bobbett

Andrew P. Bobbett
Chairman, Board of Trustees

P.S. Here is a list of potential problems for this work. From the catch basin near the northeast corner of the parking lot a 10" concrete line is tied into the storm drain along the boulevard. There are two 4" plastic drain lines; one begins at the northwest corner of the parking lot and drains into the catch basin at the corner of the property next to the highway. The other line begins at the northeast corner of the church building and goes to the boulevard in a northerly direction. There is a water line to the hose bib but it is directly from the church and should present no problems.

7948

STATE COPY

MONTHLY TRANSACTION NUMBER T-64	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Jackson
MODIFICATION NUMBER 2	(PPM 21-7) 7-29-74	PROJECT NUMBER T-5002(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 1, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 239,188	$ 239,188
Federal Funds	$ 152,099	$ 67,542.30
Other revisions		

This modification is made for the following reasons:

To reduce the federal funds under project agreement to the remaining topics funds available to the City of Ashland.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Kurtz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. F. Smith
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-5002(2)

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, July 15, 1974

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 7,300.00
	Total		$ 7,300.00

Type Code 6201
Roadway (Sta. 11+97.27 to Sta. 31+00)

Mobilization	All Required		$ 13,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	5,570 cu.yd.	$ 2.50	13,925.00
Trench Excavation	1,075 cu.yd.	5.00	5,375.00
Finishing Roadbed and Slopes	All Required		500.00
Watering	135 M-gal.	7.00	945.00
Coarse Aggregate Base	6,450 tons	5.25	33,862.50
Class "C" Asphalt Concrete Mixture	3,600 tons	12.50	45,000.00
Asphalt Cement in Mixture	235 tons	45.00	10,575.00
3/4"-0 Aggregate in Prime Coat	60 cu.yd.	15.00	900.00
RC-250 Asphalt in Prime Coat	12 tons	100.00	1,200.00
6-inch Culvert Pipe	20 lin.ft.	7.00	140.00
12-inch Culvert Pipe	66 lin.ft.	6.00	396.00
10-inch Sewer Pipe	350 lin.ft.	4.75	1,662.50
12-inch Sewer Pipe	800 lin.ft.	6.50	5,200.00
15-inch Sewer Pipe	400 lin.ft.	8.00	3,200.00
Extra for Pipe Under Pavement	110 lin.ft.	13.00	1,430.00
Concrete Manholes	2 only	800.00	1,600.00
Concrete Inlets, Type CG-1	14 only	325.00	4,550.00
Concrete Inlets, Type G-2MA	1 only	405.00	405.00
6-inch Drain Pipe	530 only	3.00	1,590.00
Special Filter Material in Drains	125 cu.yd.	10.00	1,250.00
Concrete Walks	1,300 sq.yd.	5.20	6,760.00
Concrete Driveways	510 sq.yd.	7.00	3,570.00
Concrete Curbs	66 cu.yd.	67.00	4,422.00
Extra for Asphalt Approaches	24 each	75.00	1,800.00
Adjusting Manholes	7 only	100.00	700.00
			$172,958.00

Type Code Y031 (Safety)
Traffic Signals

Traffic Signal Installation, Complete	All Required	$ 32,500.00
		$ 32,500.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Permanent Signing	All Required	500.00
Permanent Pavment Striping	All Required	100.00
Stage Construction Striping	All Required	100.00
Temporary Erosion Control	All Required	200.00
Controller Testing	All Required	500.00
Asphalt Concrete Slope Surfacing	All Required	750.00
Reconnect Existing Drainage	All Required	500.00
Seed and Mulch	All Required	200.00
		$ 5,350.00
	Subtotal	$210,808.00
	10% Engineering	21,080.00
	Total	$231,888.00

Length of Roadway - - - - - - - - - - - - - - - 0.36 miles
Cost of Roadway Per Mile- - - - - - - - - - - - $644,133.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 7,300.00	$ 2,060.00	$ 2,620.00	$ 2,620.00
Roadway	231,888.00	65,482.30	83,202.85	83,202.85
Total	$239,188.00	$ 67,542.30	$ 85,822.85	$ 85,822.85

Group 1 - 97%
Contract No. 7948
Prefix: 15-0605

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION

Nonparticipating Work

City of Ashland Power	All Required	$ 8,500.00
City of Ashland Water and Sewer	All Required	1,500.00
	Total	$10,000.00

~~1942~~

STATE COPY

MONTHLY TRANSACTION NUMBER 10-36	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Jackson
MODIFICATION NUMBER 1	(PPM 21-7) 10-23-73	PROJECT NUMBER T-5002(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 1, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000	$ 239,188
Federal Funds	$ 3,100	$ 152,099
Other revisions		

This modification is made for the following reasons:

to include construction of the project and preliminary engineering for P.S. and E.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of October, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By James W. Cowdy
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. T-5002(2)

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, October 11, 1973

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 7,300.00
	Total		$ 7,300.00

Type Code 6201
Roadway (Sta. 11+97.27 to Sta. 31+00)

Mobilization	All Required		$ 13,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	5,570 cu.yd.	$ 2.50	13,925.00
Trench Excavation	1,075 cu.yd.	5.00	5,375.00
Finishing Roadbed and Slopes	All Required		500.00
Watering	135 M-gal.	7.00	945.00
Coarse Aggregate Base	6,450 tons	5.25	33,862.50
Class "C" Asphalt Concrete Mixture	3,600 tons	12.50	45,000.00
Asphalt Cement in Mixture	235 tons	45.00	10,575.00
3/4"-0 Aggregate in Prime Coat	60 cu.yd.	15.00	900.00
RC-250 Asphalt in Prime Coat	12 tons	100.00	1,200.00
6-inch Culvert Pipe	20 lin.ft.	7.00	140.00
12-inch Culvert Pipe	66 lin.ft.	6.00	396.00
10-inch Sewer Pipe	350 lin.ft.	4.75	1,662.50
12-inch Sewer Pipe	800 lin.ft.	6.50	5,200.00
15-inch Sewer Pipe	400 lin.ft.	8.00	3,200.00
Extra for Pipe Under Pavement	110 lin.ft.	13.00	1,430.00
Concrete Manholes	2 only	800.00	1,600.00
Concrete Inlets, Type CG-1	14 only	325.00	4,550.00
Concrete Inlets, Type G-2MA	1 only	405.00	405.00
6-inch Drain Pipe	530 only	3.00	1,590.00
Special Filter Material in Drains	125 cu.yd.	10.00	1,250.00
Concrete Walks	1,300 sq.yd.	5.20	6,760.00
Concrete Driveways	510 sq.yd.	7.00	3,570.00
Concrete Curbs	66 cu.yd.	67.00	4,422.00
Extra for Asphalt Approaches	24 each	75.00	1,800.00
Adjusting Manholes	7 only	100.00	700.00
			$172,958.00

Type Code Y031 (Safety)
Traffic Signals

Traffic Signal Installation, Complete	All Required	$ 32,500.00
		$ 32,500.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Permanent Signing	All Required	500.00
Permanent Pavment Striping	All Required	100.00
Stage Construction Striping	All Required	100.00
Temporary Erosion Control	All Required	200.00
Controller Testing	All Required	500.00
Asphalt Concrete Slope Surfacing	All Required	750.00
Reconnect Existing Drainage	All Required	500.00
Seed and Mulch	All Required	200.00
		$ 5,350.00

Subtotal	$210,808.00
10% Engineering	21,080.00
Total	$231,888.00

Length of Roadway - - - - - - - - - - - - - - - 0.36 miles
Cost of Roadway Per Mile- - - - - - - - - - - - $644,133.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 7,300.00	$ 4,642.00	$ 1,329.00	$ 1,329.00
Roadway	231,888.00	147,457.00	42,215.00	42,215.00
Total	$239,188.00	$152,099.00	$ 43,544.00	$ 43,545.00

Group 1 - 97% Group 8 - 3%
Contract No. 7948
Prefix: 15-0605

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION

Nonparticipating Work

City of Ashland Power	All Required	$ 8,500.00
City of Ashland Water and Sewer	All Required	1,500.00
	Total	$10,000.00

7948

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-17		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3		Jackson
		PROJECT NO.
		F-5002(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Wightman St. to Walker Ave. (Ashland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field Work	7-14-71	0.28
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS

Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,000	$ 3100

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By L. L. Young for E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____ for G. L. Green
(Division Engineer)

Date executed by Division Engineer FEB 1 1973

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. T-5002(2)

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, January 26, 1973

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,000.00
	Total	$ 5,000.00

Length of Project - - - - - - - - 0.28 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 5,000.00	$ 3,100.00	$ 950.00	$ 950.00
Retain in Program				
P.E. (PS & E Prep.)	3,000.00	1,900.00	550.00	550.00
Contract Work				
Traffic Signals	25,000.00	15,800.00	4,600.00	4,600.00
Grade & Pave	38,000.00	24,100.00	6,950.00	6,950.00
Total	$71,000.00	$44,900.00	$13,050.00	$13,050.00

Group 1 - 100%

Prefix - 15-0605

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Ashland
City Hall
Ashland, Oregon 97520
Attention of Mr. Brian L. Almquist
City Administrator

Request No. (assigned by staff engineer or head of division) cc 1401

Date June 21, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Wightman Street-Walker Avenue Section
Siskiyou Blvd.
City of Ashland
TOPICS Project T-5002(2)

Itemized Statement: Advance Deposit $90,250

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of subject TOPICS project. Contract #7948		
		Covered by agreement dated 8/26/71.		70,250
		To be retained		$20,000

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $90,250

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:
15-0605-299

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
.....
Division Engineer

Approved:
.....
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7948

October 22, 1973

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7948 for work on the Wightman Street-Walker Avenue Section in the City of Ashland on the Rogue Valley Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc **United Pacific Insurance Co.**
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Bill Brown

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO G. L. Green, Division
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Concurrance in Award

Confirmation of your tentative concurrence as of October 5, 1973, is requested in the award of contract for the Wightman St.-Walker Ave. (Ashland) Section, Project No. T-5002(2).

The contractor receiving the award is M. C. Lininger & Sons, Inc., in the amount of $205,458.00, with Contract No. 7948 assigned. This bid was received on September 27, 1973 and awarded on October 8, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been mada for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

NOTED
R N CHASE

Federal Highway Administration endorsement

Date OCT 15 1973

I concur in the award.

for G. L. Green
Division Engineer

RECEIVED
OCT 17 1973
OFFICE ENGINEERING SECTION

7948

5

bc C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
Alfred Shirley
Bill Brown
Wm. Geibel (SAIF)

October 9, 1973

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

The Transportation Commission on October 8, 1973 accepted your proposal for work on the Wightman Street-Walker Avenue (Ashland) Section of the Rogue Valley Highway in Jackson County for the sum of $205,458 and referred it to the Administrator of Highways with authority to award the contract as soon as approval is received from the City of Ashland and the Federal Highway Administration and the City deposits $91,750.

Later that same day these conditions were fulfilled and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7948.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 20, 1973.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

By
R. M. Graham, Assistant Manager

fkm
Att.
cc Pacific Builder & Engr., Inc. , Seattle Wash
Seattle, Wn. & Portland - Daily Journal of Commerce

7978

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 8, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Brian L. Almquist
City Administrator
City Hall
Ashland, oregon 97520

Re: TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Section
Siskiyou Blvd.

Dear Mr. Almquist:

This will acknowledge receipt of the City of Ashland's check in the amount of $90,250, which is the correct total amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
R. L. SCHROEDER

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

RECEIVED
OCT 10 1973
Office of
Assistant State Highway Engineer

bc: F. B. Klaboe
R. L. Schroeder
L. H. Young
A. Shirley, Jr.

bc NOTE: The City had previously requested permission to make their advance deposit in two payments; however, their City Attorney was of the opinion this would violate a City statute which limits borrowing by City to $5,000 per year.

DETACH THIS STATEMENT BEFORE PRESENTING

FUND 90-945

AMOUNT $

DEPT.

ACCOUNT

DESCRIPTION City's advance deposit on TOPICS project T-5002(2)

Wightman St.—Walker

TOTAL AMOUNT $ 90,250.00

28170

ARCHIE C. FRIES — Mayor
GERALD R. ALLEN — Councilman
JAMES L. CONKLIN — Councilman
ROLAND McCANNON — Councilman
GARY PRICKETT — Councilman
WILLIAM P. ROBLE — Councilman
AUDREY H. SODERBERG — Councilwoman
BRIAN L. ALMQUIST — City Admininstrator

CITY OF ASHLAND

CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

October 4, 1973

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1973
ENGR. Civil
UPE GE RE RPE UC

Oregon State Highway Division
405 State Highway Building
Salem, Or., 97310

Re: TOPICS Proj. T-5002 (2)

Attention: Mr. H. S. Cox
County and City Engineer

Dear Mr. Cox:

The Ashland City Council at its meeting on October 2, 1973, reviewed the results of the recent bid award as set forth in your letter dated September 27, 1973.

The Council voted unanimously to proceed, and in accord with your instructions, a warrant in the amount of $90,250 is enclosed. This represents one half of the amount which exceeds the available TOPICS funds credited to our City.

Please proceed with the award of the contract in order to insure that work on this vital project may proceed as early as possible.

Sincerely,

Brian L. Almquist
City Administrator

cc: Director of Public Works
Director of Finance

Enclosure

RECEIVED
OSHD FINANCE BRANCH
Check # 28170 Amt. 90,250
By [illegible] Date 10/8/73
For ADVANCE DEPOSIT

CLR-DT FILE #500202

79418

October 4, 1973

Mr. Brian L. Almquist
City Manager
City Hall
Ashland, Oregon 97520

Dear Mr. Almquist:

TOPICS Project T-5002(2)
Wightman-Walker Avenue Section
Siskiyou Boulevard

The total advance deposit required by agreement for the subject project is $90,250. This letter is to authorize you to make your advance deposit in two payments.

The first payment, in the amount of $68,200, is due immediately.

The second payment, in the amount of $22,050, is payable on or before July 10, 1974.

In the event that the second payment is not made when due, the $22,050 will be withheld from the City of Ashland's August, 1974 apportionment of State Gas Tax funds.

The contract for construction of this project will be awarded upon receipt of the City's first payment. Please make your check (in the amount of $68,200) payable to the Oregon State Highway Division and FORWARD IT TO: Mr. H. S. Cox, County and City Engineer, 405 State Highway Building, Salem, Oregon, 97310.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
H. S. Cox
L. H. Young
A. F. Shirley

RB:ljt: ajw

5b Consideration was given to the revision of ORE32 route which duplicates U. S. Routes 395 and 730 in Umatilla and Morrow Counties. The Engineer stated that the route now carries the U. S. Route numbers of 730 and 395 as well as ORE32. By removing the ORE32 route shield, this will provide safer travel directions to traffic using the route. He stated that the various governmental parties involved have been contacted and approve the revision. The Commission approved the Engineer's recommendation.

5c Based on the Engineer's favorable recommendation, the Commission approved payment of $240 to the American Public Works Association to cover dues for 16 Highway members from May 1973 to May 1974.

5d Attention was given to approving the sharing of the cost overrun of a TOPICS project on Wightman Street-Walker Avenue Section at Siskiyou Boulevard (Rogue Valley Highway) in the City of Ashland, Jackson County. The Engineer pointed out that this project is for widening Siskiyou Boulevard. The project also includes sidewalks, bike trails and a traffic signal at the Green Springs Highway intersection. The total estimated cost is $200,000 which exceeds the City's available TOPICS funds by $94,000. The City has requested that the State share this overrun on a 50/50 basis. He stated that the cost to the State would be $47,000, in addition to the State's 20 percent share of the TOPICS fund ($21,200), for a total estimated cost of $68,200. Upon his favorable recommendation, the Commission approved the sharing of the cost overrun on this project.

5e The Engineer presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. These requests he said have been carefully investigated and the results of the investigation have been reported to the Commission by letter. The contractors have also been advised by letter as to the extensions of time. The Commission confirmed extensions of time as follows:

(1) Graham Electric Company, Contract No. 7747 on Pacific Highway West at Villa Road in Newberg, Yamhill County, requested an extension of 45 days. The Commission confirmed an extension of 45 days, which eliminated all liquidated damages.

(2) Wildish Construction Company, Contract No. 7499 on the Pacific Highway in Lane County, requested an extension of 66 days. The Commission confirmed an extension of 45 days, which will reduce the liquidated damages. The Federal Highway Administration concurred April 17, 1973.

(3) Evergreen Landscaping, Inc., Contract No. 7687 on the Pacific Highway in Clackamas County, requested an extension of 6 days. The Commission confirmed an extension of 6 days, which will delete all but two days of liquidated damages. The Federal Highway Administration concurred April 9, 1973.

(4) James A. Seiwald, Contract No. 7855 for South Beach Utility Building in Lincoln County, requested an extension of 59 days. The Commission confirmed an extension of two months, which will extend the completion date to July 31, 1973.

7948

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 2, 1973

Mr. B. J. Krug
Director of Electric Utilities
City of Ashland
City Hall
Ashland, OR 97520

Power Line Adjustment
Wightman St.-Walker Ave. Section
Rogue Valley Highway
Jackson County

Dear Mr. Krug:

Your supplemental estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 28, 1973, have been approved by the State. You are hereby authorized to proceed with the work as of October 2, 1973.

Please contact Mr. Bill E. Brown, Resident Engineer, 2692 North Pacific Highway, Medford, OR 97501, phone 773-4198, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to October 2, 1973 will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db

bc: H. S. Coulter
R. N. Chase w/attach.
V. L. Gallagher "
V. E. Skoog "
Alfred Shirley "
B. E. Brown "
G. T. Thornton "
M. G. Havig "

NO
H.S. COU...

79418

bc: F. B. Klaboe
R. L. Schroeder
L. H. Young
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 27, 1973

Mr. Brian L. Almquist
City Administrator
City Hall
Ashland, Oregon 97520

Re: TOPICS Project T-5002(2)
Wightman Street-Walker Road Sect.
Siskiyou Blvd.

Dear Mr. Almquist:

The State Highway Division opened bids for the subject project today. Only one bid was received. This was from M. C. Lininger & Sons, Inc. of Medford.

The anticipated project costs based on the Lininger bid is as follows:

Contractors bid		$205,458
Anticipated additional items:		
Flagging (State share)	2,500	
Stage Construction Striping	100	
Temporary Erosion Control	200	
City of Ashland Power	8,500	
City of Ashland Water & Sewer	1,500	
Controller Testing	500	
Asph. Conc. SlopeSurfacing	750	
Reconnect Existing Drains	500	
Seed and Mulch	200	
	14,750	
TOTAL		$220,208
Engineering & Contingencies (13½%)		29,728
TOTAL		$249,936
Estimated Preliminary Engineering to date		7,564
ESTIMATED TOTAL PROJECT COST		$257,500

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
SEP 28 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Fed. Aid TOPICS Funds Available	$ 67,000
TOTAL to be shared by City & State	$180,500

CITY'S ADVANCE DEPOSIT:

50% of $180,500 = $90,250

The contractor's bid is approximately 8.9% above our engineer's estimate. The State Highway Division generally accepts bids which are no more than 10% over the engineer's estimate. Since there was only one bidder it is not felt that we could do any better by re-submitting the project for bids. It is, therefore, our recommendation that the Lininger bid accepted.

If you concur with this reasoning the contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $90,250) payable to the Oregon State Highway Division, and forward it to: Mr. H. S. Cox, County and City Engineer, 405 State Highway Building, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

RB:ljt

WIGHTMAN STREET-WALKER AVENUE (ASHLAND) SECTION

ROGUE VALLEY HIGHWAY

JACKSON COUNTY

FAP No. T-5002(2)
0.36 mile Grading, Paving and Signals — Bids Received September 27, 1973

1.	Mobilization	All Specified		$ 8,900.00
2.	Temporary Protection and Direction of Traffic	All Specified		6,115.00
	ROADWORK			
3.	Removal of Structures and Obstructions	All Specified		10,000.00
4.	General Excavation	5,570 cu.yds.	2.50	13,925.00
5.	Trench Excavation	1,075 cu.yds.	6.00	6,450.00
6.	Finishing Roadbed and Slopes	All Specified		900.00
7.	Watering	135 M-gals.	10.00	1,350.00
8.	1" - 0 Aggregate Base	6,450 tons	4.55	29,347.50
9.	Class "C" Asphalt Concrete Mixture	3,600 tons	9.50	34,200.00
10.	Asphalt Cement in Mixture	235 tons	42.00	9,870.00
11.	3/4" - 0 Aggregate in Prime Coat	60 cu.yds.	8.00	480.00
12.	RC-250 Asphalt in Prime Coat	12 tons	100.00	1,200.00
13.	6-inch Culvert Pipe	20 lin.ft.	4.00	80.00
14.	12-inch Culvert Pipe	66 lin.ft.	5.75	379.50
15.	10-inch Sewer Pipe	350 lin.ft.	4.70	1,645.00
16.	12-inch Sewer Pipe	800 lin.ft.	5.70	4,560.00
17.	15-inch Sewer Pipe	400 lin.ft.	6.60	2,640.00
18.	Extra For Pipe Under Pavement	110 lin.ft.	10.00	1,100.00
19.	Concrete Manholes	2 only	400.00	800.00
20.	Concrete Inlets, Type CG-1	14 only	215.00	3,010.00
21.	Concrete Inlets, Type G-2MA	1 only	360.00	360.00
22.	6-inch Drain Pipe	530 only	3.00	1,590.00
23.	Special Filter Material in Drains	125 cu.yds.	10.00	1,250.00
24.	Concrete Walks	1,300 sq.yds.	7.00	9,100.00
25.	Concrete Driveways	510 sq.yds.	8.50	4,335.00
26.	Concrete Curbs	66 cu.yds.	60.00	3,960.00
27.	Extra For Asphalt Approaches	24 only	75.00	1,800.00
28.	Adjusting Manholes	7 only	175.00	1,225.00
	TRAFFIC SIGNAL INSTALLATION			
29.	Traffic Signal Installation, Complete	All Specified		28,100.00
		For Comparison of Bids		$188,672.00

18.9% over

16.-86

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$188,672.00	205, 458
Anticipated Additional Items:			
Flagging (State Share)	$2,500.00		
~~Permanent Signing~~	~~500.00~~		
~~Permanent Pavement Striping~~	~~100.00~~		
Stage Construction Striping	100.00		
Temporary Erosion Control	200.00		
City of Ashland Power	8,500.00		
City of Ashland Water & Sewer	1,500.00		
Controller Testing	500.00		
Asph. Conc. Slope Surfacing	750.00		
Reconnect Existing Drains	500.00		
Seed and Mulch	200.00		
		15,350.00	14,750
		$204,022.00	220 208
Contingencies (4-1/2%)		9,180.99	
Engineering (9%)		18,361.98	29, 728
Estimated Net Authorization, Construction		$231,564.97	249,936
" PE TO DATE		7564	7564
			257,500
FED. FUNDS			64,000
TO BE SHARED BY CITY & STATE			183,500
CITY'S ADV. DEP.			$91,750
			84
			7,750

9-27-73
11 Am
Phoned City (Almquist) informed him of results of bid opening. City might not be able to come up with add. funds, However would like a letter from State giving our recommendation.
B.

1 PM - Reviewed with Asbury - He will recommend accepting bid as being within 10% limitation.
B.

```
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SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #7 JACKSON COUNTY
WIGHTMAN ST. - WALKER AVE. (ASHLAND) SECTION
ROGUE VALLEY HIGHWAY IN ASHLAND

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: SEPTEMBER 27, 1973

PAGE 1

M.C. LANIGER & Sons Medford

M.C. LINIGER & SONS, INC. MEDFORD

188,672

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Mobilization	1	13,000	13,000	
	L.S.	of Traffic Temporary Protection & Direction	2	6,000	6,000	
	L.S.	ROADWORK Removal of Structures & Obstructions	3	3,000	3,000	
5,570	C.Y.	General Excavation	4	2.50	13,925	
1,075	C.Y.	Trench Excavation	5	5	5,375	
	L.S.	Finishing Roadbed & Slopes	6	500	500	
135	M-gals.	Watering	7	7	945	
6,450	Tons	1" - 0 Aggregate Base	8	5.25	33,862.50	
3,600	Tons	Cl. "C" Asphalt Concrete Mixture	9	12.50	45,000	
235	Tons	Asphalt Cement in Mixture	10	45	10,575	
60	C.Y.	3/4" - 0 Aggregate in Prime Coat	11	15	900	
12	Tons	RC-250 Asphalt in Prime Coat	12	100	1200	
20	L.F.	6-inch Culvert Pipe	13	7	140	
66	L.F.	12-inch Culvert Pipe	14	6	396	
350	L.F.	10-inch Sewer Pipe	15	4.75	1662.50	
800	L.F.	12-inch Sewer Pipe	16	6.50	5200	
400	L.F.	15-inch Sewer Pipe	17	8	3200	
110	L.F.	Extra for Pipe Under Pavement	18	13	1430	

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner
PRINTED IN U.S.A.

PROJECT NO. #7 WIGHTMAN ST. - WALKER AVE. (ASHLAND) SECTION - JACKSON COUNTY PAGE: 2 of 2

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
2	Only	Concrete Manholes	19	800	1600	
14	Only	Concrete Inlets, Type CG-1	20	325	4550	
1	Only	Concrete Inlets, Type G-2MA	21	405 105	405	
530	Only	6-inch Drain Pipe	22	3	1590	
125	C.Y.	Special Filter Material in Drains	23	10	1250	
1,300	S.Y.	Concrete Walks	24	5 20	6760	
510	S.Y.	Concrete Driveways	25	7	3570	
66	C.Y.	Concrete Curbs	26	67	4422	
24	Only	Extra for Asphalt Approaches	27	75	1800	
7	Only	Adjusting Manholes	28	100	700	
	L.S.	TRAFFIC SIGNAL INSTALLATION Traffic Signal Installation, Complete	29	32,500	32,500	
				205,458	205,458	
				?		

PRINTED IN U.S.A.

S-403a 5/72

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO. #7 JACKSON COUNTY
WIGHTMAN ST. - WALKER AVE. (ASHLAND) SECTION
ROGUE VALLEY HIGHWAY IN ASHLAND

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: SEPTEMBER 27, 1973

M C Lawyer

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Mobilization	1	13000		
	L.S. of Traffic Temporary Protection & Direction	2	600		
	ROADWORK L.S. Removal of Structures & Obstructions	3	3000		
5,570	C.Y. General Excavation	4	2.50		
1,075	C.Y. Trench Excavation	5	5		
	L.S. Finishing Roadbed & Slopes	6	500		
135	M-gals. Watering	7	7		
6,450	Tons 1" - 0 Aggregate Base	8	5.25		
3,600	Tons Cl. "C" Asphalt Concrete Mixture	9	12.50		
235	Tons Asphalt Cement in Mixture	10	45		
60	C.Y. 3/4" - 0 Aggregate in Prime Coat	11	15		
12	Tons RC-250 Asphalt in Prime Coat	12	100		
20	L.F. 6-inch Culvert Pipe	13	7		
66	L.F. 12-inch Culvert Pipe	14	6		
350	L.F. 10-inch Sewer Pipe	15	4.75		
800	L.F. 12-inch Sewer Pipe	16	6.50		
400	L.F. 15-inch Sewer Pipe	17	8		
110	L.F. Extra for Pipe Under Pavement	18	13		

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.
PRINTED IN U.S.A.

PROJECT NO.: #7 WIGHTMAN ST. - WALKER AVE. (ASHLAND) SECTION - JACKSON COUNTY

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
2	Only	Concrete Manholes	19	800		
14	Only	Concrete Inlets, Type CG-1	20	325		
1	Only	Concrete Inlets, Type G-2MA	21	105 40		
530	Only	6-inch Drain Pipe	22	3		
125	C.Y.	Special Filter Material in Drains	23	10		
1,300	S.Y.	Concrete Walks	24	5.20		
510	S.Y.	Concrete Driveways	25	7		
66	C.Y.	Concrete Curbs	26	67		
24	Only	Extra for Asphalt Approaches	27	75		
7	Only	Adjusting Manholes	28	100		
	L.S.	TRAFFIC SIGNAL INSTALLATION Traffic Signal Installation, Complete	29	32,500		
				205,458 =		

PRINTED IN U.S.A.

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1973

SEP 20 1973

Approved Date _____
G. L. Green, Division Engineer
Oregon Division
Federal Highway Administration
By _____ Title District Engineer

TO PLAN HOLDERS

FROM E. S. Hunter
E. S. Hunter
Assistant State Highway Engineer

Revision Letter No. 1
Page 1 of 1

SUBJECT Wightman St.-Walker Ave. (Ashland)
Section
Grading, Paving and Signals Project
(Bids to be opened and read
September 27, 1973)

This letter is to inform you of revisions to the special provisions for the subject project.

Enclosed is a copy of "Wage Determination Decision of the Secretary of Labor" No. AQ 1022 which supersedes Decision No. AP-284.

This new wage determination decision will become a part of the contract for the construction of this project by incorporation of this letter and wage determination decision therein and it will be understood that your bid has been submitted accordingly.

Enc.

SUPERSEDEAS DECISION

STATE: Oregon
DECISION NUMBER: AQ-1,022
Supersedes Decision No. AP-284 dated April 6, 1973, in 38 FR 8927
COUNTIES: Statewide
DATE: Date of Publication
DESCRIPTION OF WORK: Building Construction (excluding single family homes and garden type apartments up to and including 4 stories), heavy and highway construction and dredging.

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Others
ASBESTOS WORKERS	7.85	.35	.60		.06	
BOILERMAKERS	6.95	.60	1.00	.50	.02	
BRICKLAYERS; Stonemasons						
Clackamas, Clatsop, Columbia, Gilliam, Hood River, Multnomah, Morrow, Sherman, Tillamook, Wasco (north of the City of Maupin), Washington, N½ Yamhill Cos,	7.90	.35	.35		.02	
North ½ of Lincoln, Marion, Polk, S½ of Yamhill Cos,	7.40	.35	.35		.02	
Baker, North 1/2 of Malheur, Union, Umatilla, Wallowa Cos.	7.85	.30				
Benton, Coos, Crook, Curry, Deschutes, Douglas, Grant, Harney, Jackson, Jefferson, Josephine, Klamath, Lake, Lane, South 1/2 of Lincoln, Linn, South 1/2 of Malheur, Wasco (incl. the City of Maupin & south thereof), Wheeler Cos.	7.00	.45	.45		.02	
CARPENTERS:						
Acoustical & Drywall Applicators; Automatic Nailing Machine; Carpenters; Form Strippers; Manhole Builders	6.78	.55	.40	.35	.03	
Piledrivermen, Bridge, Dock & Wharf Builders	6.88	.55	.40	.35	.03	
Floor Layers & Finishers; Stationary Power Saw Operators	6.91	.55	.40	.35	.03	
Boom Men	6.98	.55	.40	.35	.03	
Millwrights & Machine Erectors	7.03	.55	.40	.35	.03	
CEMENT MASONS:						
Cement Masons	6.91	.35	.35		.01	
Mastic Worker; Composition Workers; Gunnite Man; Power Machinery Operator	7.035	.35	.35		.01	
DRYWALL TAPERS	6.93	.40	.40	.35	.03	
ELECTRICIANS:						
Malheur County						
Electricians	7.95	.30	1%		1%	
Cable Splicers	8.745	.30	1%		1%	
Baker; Gilliam; Grant; Morrow; Umatilla; Union; Wallowa; Wheeler Cos.						
Electricians	8.05	.35	1%+.40		.02	
Cable Splicers	8.855	.35	1%+.60		.02	
Coos; Curry; Lincoln; Those portions of Douglas & Lane Cos. lying west of a line north & south from the NE corner.						
Lincoln Co.						
Electricians	$8.21	.25	1%		.04	
Cable Splicers	9.03	.25	1%		.04	
Benton; Crook; Deschutes; Jefferson; Lane (except coast portion); Linn; Marion; Polk; S 1/2 of Yamhill Cos.						
Electricians	8.50	.25	1%		.04	
Cable Splicers	8.95	.25	1%		.04	
Clackamas; Clatsop; Columbia; Hood River; Multnomah; Sherman; Tillamook; Wasco; Washington; N½ of Yamhill Cos.						
Electricians	8.05	.25	1% +.40		.02	
Cable Splicers	8.70	.25	1% +.40		.02	
Harney; Jackson; Josephine; Klamath; Lake; That portion of Douglas lying east of a line running north & south from the corner of Coos Co. to the southeast corner of Lincoln Co.						
Electricians	8.40	.25	1%		.04	
Cable Splicers	8.95	.25	1%		.04	
ELEVATOR CONSTRUCTORS	8.01	.345	.22	2% + a		
ELEVATOR CONSTRUCTORS' HELPERS	70%JR	.345	.22	2% + a		
ELEVATOR CONSTRUCTORS' HELPERS (PROB.)	50%JR					
GLAZIERS	7.20	.26	.30	6.5%	.01	
IRONWORKERS:						
Reinforcing; Structural; Fence Erectors; Ornamental; Riggers; Signal Men	7.31	.48	.65	.25	.05	
LATHERS						
Clackamas, Clatsop, Columbia, Gilliam, Harney, Hood River, Morrow, Multnomah, Sherman, Tillamook, Wasco, Washington, Yamhill Cos.	6.60	.15			.01	
MARBLE SETTERS						
Clackamas, Clatsop, Columbia, Gilliam, Hood River North 1/2 of Lincoln, Marion, Multnomah, Morrow, Polk, Sherman, Tillamook, Wasco (north of the City of Maupin), Washington, Yamhill Cos.	7.90	.35	.35		.02	
Baker, North 1/2 of Malheur, Union, Umatilla; Wallowa Cos.						
Outside	7.85	.30				
Inside	7.65	.30				
Benton, Coos, Crook, Curry, Deschutes, Douglas, Grant, Harney, Jackson, Jefferson, Josephine, Klamath, Lake,						

(a)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	C
Lane, South 1/2 of Lincoln, Linn, South 1/2 of Malheur, Wasco (incl. the City of Maupin & south thereof), Wheeler Cos.	$7.00	.45	.45		.02	
PAINTERS:						
Brush	7.05	.30	.20		.03	
Spray	7.30	.30	.20		.03	
High Work over 100'	7.55	.30	.20		.03	
High Towers, ground to 100'	7.20	.30	.20		.03	
High Towers, ground to 300'	7.55	.30	.20		.03	
High Towers, ground to over 300'	8.05	.30	.20		.03	
PLASTERERS	7.35	.50	.60		.01	
PLUMBERS; STEAMFITTERS:						
Baker; Harney (except NW portion); Malheur Cos.	6.58	.28	.30		.05	
Grant (except SW corner); Morrow; Umatilla; Wallowa; Union Cos.	7.52	.26	.85	.47	.08	
W. 1/2 of Benton, Lincoln, & Linn Cos.; Marion; Polk; S 1/2 of Tillamook, Yamhill Cos.	6.95	.51	.63	1.00	.08	
Clackamas; Clatsop; Columbia; Gilliam; Hood River; Jefferson; Multnomah; Sherman; N. 1/2 of Tillamook; Wasco; Wheeler; Washington; & N. 1/2 of Yamhill	7.68	.65	.75		.07	
Coos; Curry; West Coast portion of Douglas Co; Lane (City of Florence) Lane (except the City of Florence); Douglas (except coast portion); Crook; Deschutes; N.W. portion of Harney; Northern portions of Klamath and Lake Cos.; S. 1/2 of Lincoln, Linn, Benton and Jefferson Cos.; & S.W. corner of Grant County	7.74	.41	.52		.0175	
Remainder of Klamath & Lake Cos.	7.73	.41	.62		.02	
Jackson; Josephine Cos.	7.06	.45	.55	.75	.05	
ROOFERS	7.05	.40	.50	.43	.02	
Clackamas, Clatsop, Columbia, Gillian, Hood River, Jefferson, Multnomah, Sherman, Tillamook, Wasco Cos.						
Roofers	7.30	.45	.55			
Coal Tar	7.80	.45	.55			
Coal Tar in confined areas	8.05	.45	.55			
Wallowa County	6.65					
Coos, Crook, Curry, Deschutes, Douglas, Harney, Jackson, Josephine, Klamath, Lake, Lane, Malheur Cos.	6.53	.25				
Marion, Yamhill, Polk, Lincoln, Benton, Linn Counties	6.00	.22	.15			

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	C
SHEET METAL WORKERS						
Benton, Clackamas, Clatsop, Columbia, Crook, Deschutes, Gilliam, Grant, Harney, Hood River, Jefferson, Lincoln, Linn, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Wasco, Washington, Wheeler, Yamhill Cos.	$6.94	.33	.24	.28	.02	
Malheur County	7.06	.27	.20		.02	
Baker, Umatilla, Union, Wallowa Cos.	6.50	.22	.30			
Coos, Curry, Douglas, Lane Cos.	7.85	.22	.34		1/22	
Jackson, Josephine	6.73	.22	.30			
SOFT FLOOR LAYERS	7.15	.40	.45	b	.05	
SPRINKLER FITTERS	8.70	.30	.50		.05	
TILE SETTERS & TERRAZZO WORKERS						
Clatsop, Clackamas, Columbia, Gilliam, Harney, Hood River, N. 1/2 of Lincoln, Marion, Morrow, Multnomah, Polk, Sherman, Wasco (north of the City of Maupin), Washington, Tillamook, Yamhill Cos.	7.24	.35	.35			
Baker, North 1/2 of Malheur, Union, Umatilla, Wallowa Cos.	7.18	.30				
Benton, Coos, Crook, Curry, Deschutes, Douglas, Grant, Jackson, Jefferson, Josephine, Klamath, Lake, Lane, South 1/2 of Lincoln, Linn, South 1/2 of Malheur, Wasco (incl. the City of Maupin and south thereof), Wheeler Cos	6.95	.35	.35			
TILE SETTERS' HELPERS	6.04	.25				
WELDERS; RIGGERS: Receive rate prescribed for craft performing operation to which welding is incidental.						

PAID HOLIDAYS:
A-New Year's Day; B-Memorial Day; C-Independence Day; D-Labor Day; E-Thanksgiving Day; F-Christmas Day.

FOOTNOTES:

a. Employer credits 4% basic hourly rate of employee with over 5 years' service, 2% basic hourly rate from 6 months to 5 years' service to Vacation Plan. Six Paid Holidays: A through F.

b. 4% of all gross wages to be placed to the credit of employees with less than one year of service. 6% to employees with more than one year of service

POWER EQUIPMENT OPERATORS	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Others
GROUP I ASSISTANT CONVEYOR; Oiler, including plant and crusher; Crusher Feederman; Deckhand; Self-propelled Scaffolding; Guard Rail Punch Oiler; Pump under 4" Brakeman Switchman; Parts Man (Tool Room)	$6.40	.45	.60	.25		
GROUP II BLADE, PULLED TYPE; Truck Crane Oiler-driver, 25 ton capacity or over; Fireman, all equipment; A-Frame Truck, single drum; Tugger or Coffin type Hoist, any power; Drill Helper; Auger Oiler; Boatman; Forklift or Lumber Stacker; Temporary Heating Plant; Grade Oiler, required to check grade; Grade Checker; Tar Pot Fireman; Tar Pot Fireman (power agitated); M. D. Repairman Helper; Welder's Helper; Fireman Helicopter Radio-man (ground); Roller, Rock	6.54	.45	.60	.25		
GROUP III PLANT FIREMAN; Pugmill; Truck Mounted Asphalt Spreader, with screed; Compressor, any power, under 1,000 cu. ft. total capacity; Mixer Box Concrete Plant; Concrete Conveyor; Cement Hog; Concrete Saw, self-propelled unit; Wire Mat Machine or Booming Machine; Concrete Curing Machine, self-propelled; Bucket Elevator Loader, Barber Greene and similar type; Hydraulic Pipe Press; Pump any power, 4' and over; Hydrostatic Pump; Motorman; Ballast Jack Tamper; Bell Boy, phones, etc.; Tamping Machine, mechanical self-propelled; Hydrographic Seeder Machine, straw, pump or seed; Broom Operator, self-propelled; Air Filtration Equipment; Welding Machine	6.64	.45	.60	.25		
GROUP IV SCREED; Compactor, including vibratory; Compressor, over 1,000 cu. ft. total capacity; Concrete Mixer, single drum, under 5 bag capacity;						

(c)

	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Others
GROUP IV (Cont'd) Concrete Cooling Machine; Combination Mixer and Compressor, Gunnite work; Helicopter Hoist; Fork Lift, over 5 tons; Lull Hi-Lift or similar type, 20 ft. or over; Service Oiler (Greaser); Hydra Hammer or similar types; Pavement Breaker; Pump, more than 3, any size; Locomotive, under 40 tons; Roller, Oiling, CTB	$6.80	.45	.60	.25		
GROUP V CURB MACHINE, MECHANICAL BERM, CURB AND/OR CURB AND GUTTER: Wagner Factor or similar type (without blade); Batch Plant Material Control; Power Jumbo, setting slip forms, etc. in tunnels; Slip Form Pumps, power driven hydraulic lifting device for concrete forms; Hoist, single drum; Elevator, Diesel, Gas, Engineer; Chip Spreading Machine; Lime Spreading Sweeper (Wayne Type) self-propelled; Tractor, rubber-tired 50 H. P. Flywheel and under; Trenching Machine, maximum digging capacity 3 ft. depth	6.82	.45	.60	.25		
GROUP VI ASPHALT PLANT; Asphalt Paver; Maginnis, internal full slab vibrator; Concrete finishing Machine, Clary, Johnson, Bidwell, Burgess, bridge deck or similar type; Curb Machine, Mechanical Berm, Curb and/or Curb and Gutter; Concrete Joint Machine; Concrete Planer; Cast in place pipe laying machine; Concrete Paving Machine; Concrete Spreader; Loaders, Rubber-tired type, 2 1/2 cu. yds. and under; Rock Spreader, self-propelled	6.90	.45	.60	.25		
GROUP VII ROLLER, ASPHALT; Concrete Mixer, single drum, 5 bag capacity and over; Beltcrete; Pumpcrete; Cement pump, Fuller-Kenyon and similar; Grouting Machine; Concrete Pump;						

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Others
GROUP VII (Cont'd) Tower Mobile; A-Frame Truck, double drums; Boom Truck; Churn Drill and Earth Boring Machine; Hydraulic Backhoe, wheel type 3/8 cu. yds. and under with or without front end attachments 2 1/2 cu. yds. and under (Ford, John Deere, Case type); Elevating Grader, Tractor and towed requiring operator or grader; Pot Reamer; Ballast Regulator; Ballast Tamper Multi-Purpose; Track Liner; Tie Spacer, Shuttle Car; Locomotive, 40 tons and over	$6.96	.45	.60	.25		
GROUP VIII DIESEL-ELECTRIC ENGINEER, PLANT OR FLOATING; Batch Plant and/or wet mix, one and two drums; Generator; Diesel-Electric Engineer; Belt Loaders, Kolman and Ko Cal types	7.06	.45	.60	.25		
GROUP IX BULLDOZER; Drill Cat; Side-Boom Cat; Compactor, with blade; Chicago Boom and similar types; Lift Slab Machine; Boom Type lifting device, 5 tons capacity or less; Cherry picker or similar type crane-hoist 5 ton capacity or less; Grizzley; Crusher Plant; Boring Machine; Surface Heater & Planer; Hydraulic Backhoe, truck type 3/8 cu. yds. Loader, front end and overhead 2 1/2 cu. yds. and under 4 cu. yds.; Pipe Cleaning Machine; Pipe Doping Machine; Pipe Bending Machine; Pipe Wrapping Machine; Bolt Threading Machine; Drill Doctor; including bit grinder; H.D. Mechanic; H.D. Welder; Machine Tool Operator; Stationary Drag Scraper; Tractor Rubber-tired over 50 H.P. Flywheel; Tractor, Rubber tired with boom attachments; Trenching Machine maximum digging capacity over 3 ft. depth	7.12	.45	.60	.25		
GROUP X BULLDOZER, TWIN-ENGINE (TC 12 and similar type); Cable-Plow; Compactor,						

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Other
GROUP X (Cont'd) Multi-engine; Driller-Percussion, Diamond, Core, Cable, Rotary and similar types Jack Operator Elevating Barges; Barge Operator, self-unloading; Combination H.D. Mechanic-Welder; Welder-Certified; Rubber tired Dozers & Pushers (Michigan, Cat, Rough type)	$7.18	.45	.60	.25		
GROUP XI MIXER MOBILE: Crane, 25 tons and under; Shovel, Dragline; Clamshell, Hoe, etc., under 1 cu. yd.; Gradeall, under 1 cu. yd.; Mucking Machine	7.20	.45	.60	.25		
GROUP XII BLADE; Batch Plant and/or wet mix, 3 units or more; Hoist, 2 drum; Hoist, 3 or more drums; Elevating Loader, Athey and similar types; Piledriver (not crane type); Rubber-tired Scraper, single engine, single scraper; Scraper-Self-Loading, paddle wheel ladder type; Rubber-tired Scraper, twin engine; Rubber-tired Scraper, with push-pull attachments; Blade Mounted Spreaders, Ulrich and similar types; Shield Operator	7.26	.45	.60	.25		
GROUP XIII BLADE, FINISH (Working with either red or blue tops); Blade, Electronically controlled by wire or laser beams; Blade, Multi-engine; Concrete Paving and Road Mixer; Bridge Crane, Locomotive, Gantry, Overhead; Derrick, under 100 tons; Hoist, Stiff leg, Guy Derrick or similar type 50 tons and over; Cableway, up to 25 tons; Crane, over 25 tons and including 40 tons; Tower Crane; Piledriver (not crane type); Floating Clamshell, etc., under 3 cu. yds.; Floating Crane (Derrick Barge), less than 30 tons; Hydraulic Backhoe, truck type over 3/8 cu. yds., Elevating Grader, operated by tractor, Sierra, Euclid or similar types; Back-Filling Machine; Shovel, etc., 1 cu. yd., but less than 3 cu. yds.; Gradeall, 1 cu. yd., and over; Back Filling Machine	7.34	.45	.60	.25		

(P)

1-ORE-PRO-1-2-3-c (5-5)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Others
GROUP XIV RUBBER-TIRED SCRAPER WITH TANDEM SCRAPER	$7.50	.45	.60	.25		
GROUP XV BACK HOUND; Loader, 4 cu. yds. but less than 6 cu. yds.	7.66	.45	.60	.25		
GROUP XVI AUTO GRADER (i.e. CMD) or TRIMMER; Tandem Bulldozer, Quad-nine and similar type; Automatic Concrete Slip Form Paver; Concrete Canal Liner; Cableway, 25 tons and over; Crane, over 40 tons and including 100 tons; Whirley, 80 tons and under; Floating Clamshell, etc., 3 cu. yds. and over; Floating Crane (Derrick Barge), 30 tons but less than 80 tons; Loader, 6 cu. yds., but less than 8 cu. yds., Loader 8 cu. yds., but less than 12 cu. yds.; Rubber-tired Scraper, with Tandem Scrapers, Multi-engine; Shovel, etc., 3 cu. yds. but less than 5 cu. yds.; Wheel Excavator, under 750 cu. yds. per hour	7.84	.45	.60	.25		
GROUP XVII CRANE, Over 100 tons and including 200 tons; Whirley over 80 tons and including 150 tons; Floating Crane (Derrick Barge), 80 tons but less than 150 tons; Loader, 12 cu. yds. and over; Shovel, etc., 5 cu. yds. and over; Canal Trimmer	7.98	.45	.60	.25		
GROUP XVIII CRANE, over 200 tons; Whirley, 150 tons and over; Floating Crane 150 tons but less than 250 tons; Wheel Excavator, over 750 cu. yds. per hour; Band Wagons, in conjunction with wheel excavator	8.16	.45	.60	.25		
GROUP XVIV HELICOPTER; When used in erecting work; Floating Crane 250 tons and over; Remote controlled earth moving equipment (no one operator shall operate more than two pieces of moving equipment at one time); Underwater Equipment, remote or otherwise	8.30	.45	.60	.25		

1-ORE-LAB-1-2-3-d (1-2)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Others
LABORERS						
GROUP I Asphalt plant laborers; Asphalt spreaders; Batch weighman; Broomers; Brush burner & cutters; Car & truck loaders; Carpenter tender; Change-House man or dry shack men; Choker setters; Clean up laborers; Concrete laborers; Crusher feeders; Culvert, hand labor; Curing, concrete; Demolition, wrecking, & moving laborers; Driller helpers; Dumpers, Road oiling crew; Dumpman (for grading crew); Elevator feeders; Fence builder (incl. Guard rail, Median rail, Reference post, Guide post, Right-of-way marker); Fine graders; Form strippers (not swinging stages); General laborers; Landscaping or planting laborers; Leverman on aggregate spreader (Flaherty & similar types); Loading spotters; Material yard man (incl. electrical); Pittsburgh chipper operator or similar types; Powderman helper; Railroad track laborers; Ribbon setters (incl. steel forms); Rip Rap man (hand placed); Road pump tender; Sewer labor; Skipmen; Signalman; Slopers; Spraymen; Stake chaser-Stake setter-Grade checker; Stockpiler; Timber faller & bucker (hand labor); Toolroom man (at job site) Tunnel bull gang (above ground); Weigh man-crusher aggregate (when used)	$5.60	.45	.50	.25	.02	

LABORERS (cont'd)	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Other
GROUP II Applicator (incl. pot tender for same), applying protective material by hand or nozzle on utility lines or storage tanks on project; Burners; Choker splicer; Clary power spreader & similar types; Clean-up nozzleman; Greencutter (Concrete rock, etc.); Concrete power buggyman; Demolition & wrecking charred materials; Gunite nozzleman tender; Gunite or sand blasting pot tender; Handlers or mixers of all materials of an irritating nature (incl. cement & lime); Manhole builder; Powertool op., incls. but not limited to: Chipping Guns; Jackhammer, Paving breakers, Post hole digger, Air, Gas, or Electric, Tampers, Vibrating screed, Vibrators (less than 4" in diameter); Ribbon setter, head; Rip rap man (head), Hand placed; Sand blasting (wet); Sewer timberman; Timber buckers & fallers, Brush cutters (power saw); Tunnel-Muckers, Brakeman, Concrete crew, Bull gang (underground)	$5.75	.45	.50	.25	.02	
GROUP III Asphalt rakers; Bid grinder; Concrete saw op.; Drill doctor, Drill operator, Air tracks, Cat drills, Wagon drills, Rubber-mounted drills, & other similar types: Gunite nozzleman; High scalers, stiprrers & drillers (covers work in swinging stages, chairs or belts, under extreme conditions unusual or normal drilling, blasting, barring-down, or sloping & stripping); Powderman; Power saw ops.(Bucking & falling merchantable logs); Pumpcrete nozzlemen; Sand blasting (Dry); Sewer pipe layers; Track liners, Anchor machines, Ballast regulators, Multiple tampers, Power jacks; Tugger op.; Tunnel--Chuck tenders, Nipper & Timberman; Vibrators (4" & larger); Water blaster	5.90	.45	.50	.25	.02	
GROUP IV Tunnel miners; Tunnel powderman	6.05	.45	.50	.25	.02	

TRUCK DRIVERS	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Other
Battery rebuilder; Bus or man-haul driver; Concrete buggies (power operated); Dump trucks, side, end & bottom dumps, incl. semi-trucks & trains or combin. thereof: 6 cu. yds. & under; Lift jitneys, fork lifts (all sizes used in loading, unloading & transporting material on job site); Loader and/or leverman on concrete dry batch plant (manually operated); Pilot car; Solo flat bed & misc. body trucks, 0-10 tons; Truck helper; Truck mechanic helper; Warehouseman (warehouse parts, tool man & parts chaser, checker & receivers); Water wagons (rated capacity); up to 1600 gals.	6.23	.40	.45	.25		
"A" frame or hydra-lift truck w/load bearing surface; Lubrication man, fuel truck driver, tireman, wash rack, steam cleaner or combin.; Team drivers	6.28	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi-trucks & trains or combin. thereof: over 6 cu. yds. incl. 10 cu. yds.; Slurry truck driver or leverman; Transit mix & dry or wet trucks: 5 cu. yds. & under; Tireman (full-time basis); Water wagons (rated capacity): 1600 to 3000 gals.	6.33	.40	.45	.25		
Flaherty spreader driver or leverman; Low bed equipment, flat bed semi-trailer, truck & trailer or doubles transporting equipment or wet or dry materials; Lumber carrier driver-Straddle carrier (used in loading, unloading and transporting of materials on job site); Oil distributor driver or leverman; Water wagons (rated capacity: 3000 to 5000 gals.	6.38	.40	.45	.25		
Dumpster or similar equipment, all sizes; Transit mix & wet or dry mix trucks; Over 5 cu. yds. & incl. 7 cu. yds.	6.43	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi trucks & trains or combin. thereof: over 10 cu. yds. & incl. 20 cu. yds.; Transit mix & dry or wet mix trucks: over 7cu. yds. & incl. 9 cu. yds.; Truck mechanic--welder--body repairman; Water wagons (rated capacity): 5000 to 7000 gals.	6.53	.40	.45	.25		

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	Basic Hourly Rate	Fringe Benefits Payments: H & W	Pensions	Vacation	Apr. Tr.	Other
Dump trucks, side end & bottom dumps, incl. semi-trucks & trains or combin. thereof: over 20 cu. yds. & incl. 30 cu. yds.; Transit mix & wet or dry mix trucks: over 9 cu. yds. & incl. 11 cu. yds.; Water Wagons (Rated capacity): over 7000 gals to 10,000 gals.	6.63	.40	.45	.25		
Dump trucks, side, end & botton dumps, incl. semi trucks & trains or combin. thereof: over 30 cu. yds. & incl. 40 cu. yds.; Transit mix & wet or dry mix trucks: over 11 cu. yds. and incl. 13 cu. yds.; Wager Wagons (rated capacity): over 10,000 gals. to 15,000 glas.	6.73	.40	.45	.25		
Dump trucks, side, end & botton dumps, incl. semi-trucks & trains or combin. thereof: over 40 cu. yds. & incl. 50 cu. yds.; Transit mix and wet or dry mix trucks: over 13 cu. yds. and incl. 15 cu. yds.	6.83	.40	.45	.25		
Dump trucks, side, end & botton dumps, incl. semi-trucks & trains or combin. thereof: over 50 cu. yds. & incl. 60 cu. yds.	7.00	.40	.45	.25		
Dump trucks, side, end & botton dumps, incl. semi-trucks & trains or combin. thereof: over 60 cu. yds. & incl. 70 cu. yds.	7.10	.40	.45	.25		
Dump trucks, side, end & botton dumps, incl. semi truck & trains or combin. thereof: over 70 cu. yds. and incl. 80 cu. yds.	7.20	.40	.45	.25		
Dump trucks, side, end & botton dump, including semi trucks & trains or combin. thereof: over 80 cu. yds. & incl. 90 cu. yds.	7.30	.40	.45	.25		
Dump trucks, side, end & botton dump, incl. semi-trucks and trains or combin. thereof: over 90 cu. yds. & incl. 100 cu. yds.	7.40	.40	.45	.25		
Drivers and Helpers (handling sacked cement add $.15 per hour).						
Winch truck - takes classification of truck on which winch is mounted						

	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	Apr. Tr.	
Dredging:						
Dipper Leverman:						
(a) 5 yards and under	$7.89	.45	.60	.25		
(b) Over 5 yards	8.44	.45	.60	.25		
Leverman, Hydraulic	7.20	.45	.60	.25		
Assistant Engineer (Electric Generator Operator for Primary Pump; Power Barge or Dredge)	7.18	.45	.60	.25		
Assistant Engineer (Electric, Diesel, Steam or Booster Pump); Mates and Boatmen	7.13	.45	.60	.25		
Engineer Welder; Craneman	7.08	.45	.60	.25		
Fireman; Oiler	6.74	.45	.60	.25		
Assistant Mate (Deckhand)	6.64	.45	.60	.25		

LINE CONSTRUCTION - OREGON 4 (1-1)

	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	Apr. Tr.	
Cable Splicers Leadman Pole Sprayer Lineman; Pole Sprayer; Heavy Line Equipment Man; Certified Lineman Welder	9.10	.25	1%		1/2%	
Tree Trimmer	8.26	.25	1%		1/2%	
Line Equipment Man	7.50	.25	1%		1/2%	
Head Groundman (Chipper); Head Groundman; Powderman; Jackhammer Man	7.17	.25	1%		1/2%	
Groundman; Tree Trimmer Helper	6.32	.25	1%		1/2%	
Hole Digger	5.99	.25	1%		1/2%	
	5.75	.25	1%		1/2%	

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities
and Cost Estimates Between Advertising
and Letting Dates

Federal-Aid Projects

Letting Date 9-27-73 Project Name Wightman St-Walker Ave (Ashland) Sec.

FA No. F-5002 (2) Hwy. Rogue Valley Co. Jackson

Changes:

(1) New Federal Wage Determination

Discussed with BPR 9-13, 1973, by A. Brammitt

BPR Recommendation: OK.

by N. Berghardt

OSHD Action Recommended:

by Date

Action:

by Date

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-13-73

FEDERAL AID PROJECT NO.: F-5002(2)

STATE PROJECT NO.: WIGHTMAN STREET – WALKER AVE. (ASHLAND) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-35

COUNTY NAME: JACKSON

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
SEPT. 5, 1973	SEPT. 5, 1973	PRIMARY ROUTE #3 / ROGUE VALLEY HIGHWAY ROUTE #63

GENERAL LOCATION:
CITY OF ASHLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
E. S. HUNTER

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

CONTRACTOR'S FLAGGING	$2,500.00
PERMANENT PAVING	500.00
PERMANENT PAVEMENT STRIPING	100.00
STAGE CONSTRUCTION STRIPING	100.00
TEMPORARY EROSION CONTROL	200.00
CONTROLLER TESTING	500.00
ASHPHALT CONCRETE SLOPE SURFACING	750.00
RECONNECT EXISTING DRAINAGE	500.00
SEED AND MULCH	200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 31, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
R. D. ISHAM

RECEIVED
STATE HWY ENGR
SEP 14 73
REFER TO
Hunter
FOR

Init.	Insp.	R/D	D/E	Sign.	Act.	File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-13-73	Vernon W. Crook	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cc: Vance 9-20-73

7948

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
September 27 Bid Letting

Bids will be taken September 27 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Campbell St. Interchange (Barker) Section
Old Oregon Trail Highway
Baker County

Roadside improvement project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River Bridge Section
East Portland Freeway
Multnomah County

Foundation exploration project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Franklin Blvd. at 11th Avenue (Eugene) Section
Pacific Highway West
Lane County

3. (Continued)

Grade and pave project.

This project involves the widening of Franklin Boulevard on the north side. This widening will remove an existing sidewalk which will be replaced as part of the project.

4. Wightman St-Walker Avenue (Ashland) Section
Rogue Valley Highway
Jackson County

Grade, pave and sign project.

An 8-foot bikeway/sidewalk will be constructed as part of this project. The bikeway will be the connecting link between the existing bikeway northerly of the Green Springs Highway and the proposed bikeway from Walker Avenue to Tolman Creek Road.

5. Bay Ocean Road Slide Section
FAS 616
Tillamook County

Slide correction project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Hogan Road-Boring Section
FAS 129
Clackamas County

Grade and pave project.

Specific bicycle/pedestrian facilities will not be provided along this project as the cost of establishment and additional right of way required would be excessively disproportionate to need or probable use. Ten-foot paved shoulders will be available for bicycle and pedestrian usage.

7. Pine Street at 3rd Street (Rogue River) Section
FAS 15-100
Jackson County

Signal project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Prickett Creek Section
FAS 837 (Stringtown Road)
Washington County

Culvert project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Little Deschutes River (Montgomery) Bridge Section
FAS 793
Deschutes County

Structure project.

A bicycle/pedestrian sidewalk will be provided on the structure.

10. Adams Avenue-Old Oregon Trail Highway (LaGrande) Section
Wallowa Lake Highway
Union County

Grade, pave and structure project.

Eight- and five-foot bicycle/pedestrian facilities will be constructed along the project length.

11. Dabney State Park
Multnomah County

Landscape project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

12. Jessie M. Honeyman State Park
Lane County

Utility building project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

13. Harris Beach State Park
Curry County

Day-use improvements project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the September 19 meeting and your approval is requested.

JDM:mc

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
Victor D. Wolfe
Gary Sund
Bob Whipps

7948

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

September 12, 1973

Mr. B. J. Krug
Director of Electric Utilities
City of Ashland
City Hall
Ashland, OR 97520

Power Line Adjustment
Wightman St.-Walker Ave. Sect.
Rogue Valley Highway
Jackson County

Dear Mr. Krug:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 15, 1973, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of September 7, 1973.

Reimbursement for the work performed on and subsequent to September 7, 1973 will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:db

bc: H. S. Coulter
G. L. Green
R. N. Chase w/attach.
V. L. Gallagher w/attach.
V. E. Skoog w/attach.
Alfred Shirley, Jr. w/attach.
Bill E. Brown w/attach.
G. T. Thornton w/attach.
M. G. Havig w/attach.

NOTED
H.S.COULTER

7948

MEMO TO THE FILES
September 5, 1973

RE: TOPICS Funds

The estimated costs for the following TOPICS projects are expected to exceed the available Federal funds allocated to the cities involved. Therefore, it will be necessary to limit the amount of Federal funds collected for each project until such time as more funds become available or other arrangements are made:

CITY	PROJECT NO.	CONTRACT NO.	FEDERAL FUND LIMIT
ASHLAND	T-5002(2)	(to be awarded)	$ 67,000
BEND	T-5005(5)	7931	$ 40,000

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat

cc: R. L. Schroeder
V. E. Skoog
L. H. Young

NOTED
R. L. SCHROEDER

RECEIVED
SEP 6 1973

bc: A. E. Johnson
R. L. Schroeder
F. L. Hall
L. E. George
H. Young
J. H. Versteeg

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 2, 1973

Mr. Allen A. Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

RE: TOPICS Project T-5002(2)
Wightman Street-Walker Avenue Section
Siskiyou Boulevard

Dear Mr. Alsing:

As requested in your recent letter, the following is the latest cost estimate for the subject project:

Construction	$134,000
Traffic Signal Installation	20,000
Engineering & Contingencies (20%)	31,000
Preliminary Engineering	5,000
Total	$200,000

This is for a 4-lane curbed section from the Green Springs Highway intersection to Walker Avenue, tapering into the existing 2-lane section past Walker Avenue. Also included would be a 4' sidewalk on the northeasterly side and an 8' bike trail/sidewalk on the southwesterly side. A traffic signal would be installed at the Green Springs Highway intersection.

The estimated costs for curbs and sidewalks are as follows:

Curbs	$1.85 per lineal ft.	($2.20 swelled 20%)
4' Sidewalk	3.11 " " "	(3.75 " ")
8' "	6.22 " " "	(7.50 " ")

BEN GIFFORD

NOTED
R. D. ASBURRY

The plans will be revised to extend the 8' sidewalk to Indiana Street and to extend the existing 4' sidewalk on Indiana Street to connect with the new 8' sidewalk.

Please note that these cost figures are preliminary estimates and are subject to change.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

NOTED
H. YOUNG

RECEIVED
MAR 2 1973
OFFICE ENGINEERING SECTION

RB:mm

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

February 26, 1973

Mr. Richard H. Bladorn
County and City Section
Department of Transportation
405 State Highway Building
Salem, OR 97310

Dear Dick:

Thank you for forwarding the plans for the proposed TOPICS project on Siskiyou Boulevard.

Just to be sure that we are working with the same figures that you are, would you please send us a copy of the cost estimate of the total project, including the eight foot sidewalk on the south side?

Would you also extend the sidewalk to Indiana Street? The present plan does not appear to show a sidewalk between Indiana and Omar's Restaurant.

Very truly yours,

Allen A. Alsing, P.E.
Director of Public Works

slk

CC: F.L. Hall

RECEIVED
COUNTY & CITY SECTION
FEB 28 1973
ENGR. ... DE AE UE
UPE GE RE DPE

MEMO TO FILES
February 6, 1973

Re: TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Section
Siskiyou Blvd.
City of Ashland

Five differenct proposals for constructing this project were presented to the City on January 31, 1972. The City is of the opinion that the only acceptable solution to the traffic problem in this area is the complete project from Indiana Street to Walker Avenue (4 travel lanes, continuous left-turn median, curb, and sidewalks with the sidewalk on the southwesterly side to be a minimum of 8 feet and to be designated a bicycle trail). Also included would be a traffic signal at the intersection of Siskiyou Blvd. and the Green Springs Hwy.

This proposal is estimated to cost approximately $200,000. The total TOPICS funds available to the City at this time amount to approximately $106,000. The City indicated that they would not be able to finance the overrun on their own and will request that the State share the overrun on a 50/50 basis. The City also desires to explore the possibilities of some type of a deferred payment plan for their share. No action will be taken on the above until the City submits a written request.

If the State agrees to share the overrun a new City-State agreement will be necessary.

Present at the meeting were:

Members of the Ashland City Council Street Committee
Brian Almquist - Ashland City Manager
Al Alsing - Ashland Public Works Director
Glen Clark - Region 3 Traffic Engineer
Dick Unrein - OSHD, County-City Section
Dick Bladorn - " " "

NOTED
R. N. CHACE

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

NOTED
R. D. ASBURRY

NOTED
L. H. YOUNG

FEB 6 1973 BEN GIFFORD

RB:ljt

cc: F. B. Klaboe
R. L. Schroeder
L. E. George
F. L. Hall
~~L.~~ H. Young
J. H. Versteeg

7948 Wightman St.-Walker Ave. 1973
(Ashland) Sec.,Rogue Valley Hwy.
(Grading, pav. & tr. signals) #1

CoA 4283 8-27-71

CoA 5864 ● 11-29-76

MONTHLY TRANSACTION NO. 8-70

DATE SUBMITTED TO W.O. AUG 23 1973

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19)(20) 4	PROJECT LOCATION (45 typewriter spaces) 21 SR 99 Wightman St. to Walker Ave. (Ashland) 65	ADT	12,900	FUTURE (66) 22,000	YEAR (70)(71)(72) 91	REGION (74)(75) 10	STATE NA Ore

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 PE, Gr., Pave & Traffic Signals 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14
CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS						COUNTY NAME Jackson		
	NAME OF URBAN AREA 17-31 Ashland	F.A. SYSTEM Primary & Primary Type II						RTE NO. T P	FEDERA

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (42-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	PROJECT COST TOTAL COST (59)(66)	PROJECT COST FEDERAL FUNDS (67)(76)
1	(17-65)	16	41	42	43 - 46	53				SR 99 Wightman St. to Walker Ave. (Ashland)		8,000	5,000
5					PE		ITEM AS NOW PROGRAMED	35	T-5002(2)				
					ROW					"Wightman St.-Walker Ave. (Ashland) Sec."	0.28 ~~0.0~~	63,000	39,900
					CONST					PROJECT TOTAL	~~0.0~~	71,000	44,900
5					PE		REQUESTED REVISION	35	T-5002(2)	SR 99 Wightman St. to Walker Ave. (Ashland)	0.28	8,000	5,000
					ROW					"Wightman St.-Walker Ave. (Ashland) Sec."	0.28 ~~0.0~~ 0.28	228,600 (18)(22)	145,300 (24)(29)
					CONST					PROJECT TOTAL	~~0.0~~	236,600	150,300

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 14 ⟶ CODE 11	CODE 2	

REASON FOR CHANGE: To increase the "Project Cost" to reflect the
To change the "Character of Proposed Work" to read "4-lane
in place of H.T. pave., curbs. -CONTINUED-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
July 14, 1971	DATE August 13, 1973	DATE
OTHER: February 1, 1973	SIGNATURE	SIGNATURE
	Office Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
shland)	ADT	12,900	22,000 (70) 91 (72)	10 (76)	Oregon	35 (3)	077	35 (16)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
						T-	5002(2)		

COUNTY NAME: Jackson — CODE: 029

A. SYSTEM: Primary & Primary Type II — RTE NO.: T P — FEDERAL AID: 3 — STATE: 63 — U.S.:

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
SR 99 Wightman St. to Walker Ave. (Ashland)		8,000	5,000	1,500 1,500(City)	P.E. all phases; grade, drain, H.T. pave., curbs, traffic signal install. and modification.
"Wightman St.-Walker Ave. (Ashland) Sec."	0.28 ~~0.0~~	63,000	39,900	11,550 11,550(City)	
PROJECT TOTAL	~~0.0~~	71,000	44,900	26,100	
SR 99 Wightman St. to Walker Ave. (Ashland)	0.28	8,000	5,000	1,500 1,500(City)	P.E. all phases; grade, drain, 4-lane 66' H.T. pave., curbs, sidewalks, traffic signal install. and modification.
"Wightman St.-Walker Ave. (Ashland) Sec."	0.28 ~~0.0~~	228,600	145,300	41,650 41,650(City)	
PROJECT TOTAL	0.28 ~~0.0~~	236,600	150,300	86,300	

REASON FOR CHANGE: To increase the "Project Cost" to reflect the latest data and estimated cost. To change the "Character of Proposed Work" to read "4-lane 66' H.T. pave., curbs, sidewalks", in place of H.T. pave., curbs.

-CONTINUED-

ION REQUESTED	RECOMMENDED	APPROVED
1973	DATE	DATE AUG 21 1973
	SIGNATURE	SIGNATURE Original Signed By VERNON V. COSACK
	TITLE	TITLE Engineering Coordinator

w both classes of funds involved.

USCOMM-DC 48888-P61

CITY OF ASHLAND

ARCHIE C. FRIES, Mayor
GERALD R. ALLEN, Councilman
JAMES L. CONKLIN, Councilman
ROLAND McCANNON, Councilman
GARY PRICKETT, Councilman
WILLIAM P. ROBLE, Councilman
AUDREY H. SODERBERG, Councilwoman
BRIAN L. ALMQUIST, City Administrator

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

August 23, 1973

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5002(2)

Dear Mr. Bladorn:

The Ashland City Council on August 21, 1973 considered your letter dated August 14, 1973, requesting assurances that the necessary finances to cover our city's estimated share of the above project will be available by September 27, 1973.

The Council voted to instruct the Staff to provide the necessary assurance to the State Highway Division as requested. Please be assured that a check (estimated at $84,000) will be available upon demand on or about that date. Resources for the project are approved and budgeted as follows:

General Fund Appropriation	$30,850
Capital Imp. Fund (Bikeway Funds)	5,100
Interfund loan (copy attached)	48,050
Total Available	$84,000

It is understood that the city is prepared to share equally on actual project overruns with the Highway Division.

Respectfully,

Brian L. Almquist
City Administrator

ss

cc: Director of Public Works
Director of Finance

cc: R.L. Schroeder
L.H. Young
C.G. Swenson
A. Shirley Jr.

RECEIVED
COUNTY & CITY SECTION
AUG 27 1973

RESOLUTION NO. 75-27

A RESOLUTION AUTHORIZING AN INTERFUND LOAN FROM THE GENERAL FUND TO CAPITAL IMPROVEMENT FUND, AND TRANSFERRING AN APPROPRIATION WITHIN A FUND.

WHEREAS, certain expenditures from the TOPICS Project section of the Capital Improvement Fund will be necessary prior to the collection of assessments from properties benefitted by said Project and receipt of a 1974-75 interfund transfer of $15,800, and resources are not presently available within said Fund to cover these anticipated expenditures; and

WHEREAS, an appropriation of funds prior to the expenditure of such loan proceeds is desirable;

NOW THEREFORE, BE IT RESOLVED that a loan of not exceeding $48,050 from the General Fund to the Capital Improvement Fund, to be repaid not later than June 30, 1975, together with interest at 5% per annum, is hereby authorized; and

BE IT FURTHER RESOLVED that an appropriation of $15,800 is hereby transferred from the Waste Water Treatment Plant section to the TOPICS Project section of the Capital Improvement Fund.

PASSED and ADOPTED this 21st day of August, 1973.

Joseph M. Butler
City Recorder

Archie C. Fries
Mayor

.7948

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 22, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project T-5002(2)
Wightman Street-Walker Avenue (Ashland) Section
Location/Design Approval

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Location/design approval in accordance with the provisions of Paragraph 10 of PPM 20-8 is hereby granted for the subject project as requested in Mr. Young's August 13, 1973 letter.

G. L. Green

8-27-73
copy Young

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 23 73
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
cc Wolfe
Hunter
8-28-73

NOTED
A. E. JOHNSON

August 13, 1973

TO: G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. H. YOUNG

FROM: L. H. Young, Office Engineer

SUBJECT: Location/Design Approval
Wightman St.-Walker Ave. (Ashland) Sec.
Project No. T-5002(2)
Rogue Valley Highway
Jackson County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the corridor of the existing Rogue Valley Highway (Siskiyou Boulevard) from Wightman Street to Walker Avenue in the City of Ashland.

b. The design consists of a 66-foot curb-to-curb street to accommodate four 12-foot travel lanes, a 14-foot median area providing a continuous left turn lane, 2-foot shy distance on each side adjacent to the curbs and sidewalks on each side with the walk on the southerly side wide enough to serve both pedestrain and bicycle traffic. Also, included is a multiphase traffic control signal, at the intersection of the Green Springs Highway, interconnected with the existing traffic control signal at the intersection of Wightman Street.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy - Study Report (County and City Section Memo of June 25, 1973).
1 copy - City of Ashland "TOPICS Project Request" dated March 30, 1971.

The Highway Division, having considered all the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 8 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The "Negative Environmental Statement" for the subject project received FHWA concurrence on August 6, 1973.

We further request your authorization to proceed with the PS & E phase of the preliminary engineering for final plan preparation as programmed for the subject Project T-5002(2).

Enc.

JG:jb

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford

7.9(8

DAILY TIDINGS

June 27, 1973

Ashland, Oregon 97520

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Ashland, Jackson County, Oregon, relative to State's proposed plans for grading, paving and related work on Siskiyou Blvd. (ORE 99) within the city of Ashland.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Monday, July 2, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon 97310, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. Alfred Shirley, Regional Engineer in Roseburg, phone 672-6541, ext. 241.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice
cc: City of Ashland
Federal Highway Administration
Office Engineering
Finance: 5107-608-04
County & City
Public Affairs
A. Shirley, Regional Engineer
Richard Zitzewitz, Finance

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Ashland and the Oregon State Highway Division are requesting the Federal Highway Administration's location-design approval for the proposed project consisting of signalization, grading, paving, and related work on Siskiyou Blvd. between Wightman Street and Walker Avenue. The improved facility will provide for four traffic lanes with a continuous left-turn median. The entire project is within the City of Ashland, Jackson County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DHH:ljt
6/27/73

DAILY TIDINGS, Ashland

FORM E-30 (REV. 10-52)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

June 25, 1973

To: Mr. L. H. Young
Office Engineering

B U I L D I N G

Attention: Mr. R. N. Chase

SUBJECT: Location/Design Approval
TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Section
Siskiyou Boulevard
City of Ashland

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: On the Rogue Valley Highway (Siskiyou Boulevard) from Wightman Street to Walker Avenue.

DESIGN: Install multi-phase traffic control signal on Siskiyou Boulevard at the Green Springs Highway. Interconnect with the existing traffic control signal on Siskiyou Boulevard at Wightman Street.

Widen Siskiyou Boulevard from Green Springs Highway to Walker Road. Taper pavement to existing southerly of Walker Road. Widening to provide 4 travel lanes, continuous left-turn median, curbs, and sidewalks (sidewalk/bike trail on westerly side.)

Richard H. Bladorn
Urban Program Engineer
County and City Section

NOTED
R. D. ASBURRY

RHB:lat

RECEIVED
JUN 26 1973
OFFICE ENGINEERING SECTION

Dick Unrein

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 26, 1971

SUBJECT: Further Details of Ashland's Topics Project

To: Mr. C. T. Keasey
Regional Engineer
Roseburg

Some weeks ago this office suggested to the City of Ashland a suitable Topics project to allow monies to be obligated this fiscal year. This resulted from an earlier meeting with representatives of the Bureau of Public Works, County-City, and the writer, in the office of the Ashland City Manager.

The City has now forwarded an application for a multi-facet project to County-City. Mr. Dick Bladorn telephoned and advised that he did not have sufficient detail to approach the Commission for approval.

A sketch map was promised along with a more detailed cost estimate. Also requested was the probable cost of the survey.

Attached is a sketch showing in preliminary form access control curbing, striping, signalization, and treatment of both Wightman and Indiana Streets.

Mr. Alsing, Director of Public Works, Ashland, was contacted to confirm that the College's heating plant was being relocated to allow realignment of Indiana Street. He had been in contact with Southern Oregon College and advised that a new plan for campus development was being reviewed by the College April 26, 1971, and would be presented before the City Council of Ashland April 27, 1971. Final approval of the Board of Higher Education is scheduled for July 26, 1971. Mr. Jim Henshaw, Physical Plant Engineer, who had developed the plan, was contacted.

He stated that the plan called for the relocation of the heating plant building and that such a relocation of Indiana would provide a suitable "Main Entrance" to the campus which they desire. He advised also that Wightman Street would be closed in the overall plan although probably not immediately.

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COUNTY & CITY SECTION
APR 28 1971

The attached plan, therefore, shows the ultimate design of this area. Each phase initiated will improve conditions until completed. The first phase would be to control access in the area between ORE66 and Walker Street; to provide painted left turn refuges to the shopping center and bowling alley; signalization of intersection of ORE66 and US99.

The second phase would be relocation of Indiana Street and its inclusion into the existing signal at ORE66. At this same time the cul-de-sac would be constructed severing Wightman thus allowing the completion of the left turn channelization (north to east) at the approaches to ORE66.

The traffic signal envisioned would be a five phase fully actuated type in the final configuration and a three phase fully actuated in the initial installation.

The total cost of the initial phase would be $25,000 for the traffic signal and $32,636 for the curbs and painted left turn refuges. The later phase would involve realignment of Indiana, the removal of the existing Wightman traffic signal, and the severing of Wightman Street.

It should be pointed out that the traffic signal at ORE66 and US99 should be designed with the future four laning of ORE66 in mind.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
Attach.
cc: F. B. Crandall
Dick Unrein
George Thornton

FORM E-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

August 22, 1973

To: L. H. Young
Office Engineer

SUBJECT: Right of Way Status
Topics Project
Bid Opening September 27, 1973
Wightman St. - Walker Ave. (Ashland)
FA No. T-5002(2)

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project

No additional right-of-way was required for this project.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

NOTED
R. D. A[illegible]

NOTED
L. H. YOUNG

7948

5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 22, 1973

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM J. H. Versteeg
J. H. Versteeg, Road Design Engineer

SUBJECT Footpaths and Bicycle Trails for
Wightman St.-Walker Ave. (Ashland) Section
Rogue Valley Highway
Jackson County

NOTED
E. S. HUNTER

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
4.	General Excavation	Cu.Yd.	65	2.50	162.50
5.	Trench Excavation	Cu.Yd.	10	6.00	60.00
8.	Coarse Aggr. Base	Ton	12	4.55	54.60
9.	Class "C" Asphalt Concrete Mixture	Ton	14	9.50	133.00
10.	Asphalt Cement in Mixture	Ton	1	42.00	42.00
15.	10-inch Sewer Pipe	Lin.Ft.	42	4.70	197.40
24.	Concrete Walks	Sq.Yd.	985	7.00	6,895.00
			TOTAL		$7,544.50

Width: 8'

Length: 1,900'

Total of all contract items $231,564.97
3 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5002(2)

STATE PROJECT NO.
WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON
8-22-73

PROGRAM NO.

ITEM NO.
T-35

COUNTY NAME
JACKSON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
AUGUST 22, 1973

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 3

STATE ROUTE NUMBER
ROGUE VALLEY HIGHWAY ROUTE 63

GENERAL LOCATION:
ASHLAND, OREGON

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S AUGUST 13, 1973 LETTER YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1973
OFFICE ENGINEERING SECTION

RECEIVED
STATE HWY ENGR
AUG 23 73
REFER TO
Hunter
FOR
Info | Inves | W/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-73	Harry W. Cassidy	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Ack 8-29-73

Oregon State Highway Division

Federal-aid Project
No. T-5002(2)

WIGHTMAN ST.-WALKER AVE. (ASHLAND)

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, August 17, 1973

*Revised P.S. and E. Estimate

Type Code P.E.				
Preliminary Engineering				
Preliminary Engineering (Field Work)		All Required	Total	$ 5,000.00 $ 5,000.00
Type Code P.E.				
Preliminary Engineering				
Preliminary Engineering (P.S. & E. Prep.)		All Required	Total	$ 3,000.00 $ 3,000.00
Type Code 6201				
Roadway (Sta. 11+97.27 to Sta. 31+00)				
Mobilization		All Required		$ 8,900.00
Temporary Protection and Direction of Traffic		All Required		6,115.00
Removal of Structures and Obstructions		All Required		10,000.00
General Excavation	5,570 cu.yd.		$ 2.50	13,925.00
Trench Excavation	1,075 cu.yd.		6.00	6,450.00
Finishing Roadbed and Slopes		All Required		900.00
Watering	135 M-gal.		10.00	1,350.00
Coarse Aggregate Base	6,450 tons		4.55	29,347.50
Class "C" Asphalt Concrete Mixture	3,600 tons		9.50	34,200.00
Asphalt Cement in Mixture	235 tons		42.00	9,870.00
3/4"-0 Aggregate in Prime Coat	60 cu.yd.		8.00	480.00
RC-250 Asphalt in Prime Coat	12 tons		100.00	1,200.00
6-inch Culvert Pipe	20 lin.ft.		4.00	80.00
12-inch Culvert Pipe	66 lin.ft.		5.75	379.50
10-inch Sewer Pipe	350 lin.ft.		4.70	1,645.00
12-inch Sewer Pipe	800 lin.ft.		5.70	4,560.00
15-inch Sewer Pipe	400 lin.ft.		6.60	2,640.00
Extra for Pipe Under Pavement	110 lin.ft.		10.00	1,100.00
Concrete Manholes	2 only		400.00	800.00
Concrete Inlets, Type CG-1	14 only		215.00	3,010.00
Concrete Inlets, Type G-2MA	1 only		360.00	360.00
6-inch Drain Pipe	530 only		3.00	1,590.00
Special Filter Material in Drains	125 cu.yd.		10.00	1,250.00
Concrete Walks	1,300 sq.yd.		7.00	9,100.00
Concrete Driveways	510 sq.yd.		8.50	4,335.00
Concrete Curbs	66 cu.yd.		60.00	3,960.00
Extra for Asphalt Approaches	24 each		75.00	1,800.00
Adjusting Manholes	7 only		175.00	1,225.00
				$160,572.00

Type Code Y031 (Safety)		
Traffic Signals		
Traffic Signal Installation, Complete	All Required	$ 28,100.00
		$ 28,100.00
Additional Items		
Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
*Permanent Pavement	All Required	500.00
Permanent Pavment Striping	All Required	100.00
Stage Construction Striping	All Required	100.00
Temporary Erosion Control	All Required	200.00
Controller Testing	All Required	500.00
Asphalt Concrete Slope Surfacing	All Required	750.00
Reconnect Existing Drainage	All Required	500.00
Seed and Mulch	All Required	200.00
		$ 5,350.00
	Subtotal	$194,022.00
	10% Engineering	19,402.00
	Total	$213,424.00

Length of Roadway - - - - - - - - - - - - - - - 0.36 miles
Cost of Roadway Per Mile- - - - - - - - - - - - $592,852.77

Retained in Program Status

City of Ashland Power	All Required	$ 8,500.00
City of Ashland Water and Sewer	All Required	1,500.00
	Subtotal	$ 10,000.00
	10% Engineering	1,000.00
	Total	$ 11,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering (Field Work)	$ 5,000.00	$ 3,100.00	$ 950.00	$ 950.00
Preliminary Engineering (P.S. & E. Prep.)	3,000.00	2,344.00	328.00	328.00
Roadway	213,424.00	166,790.00	23,317.00	23,317.00
Retained in Program Status	11,000.00	8,596.00	1,202.00	1,202.00
Total	$232,424.00	$180,830.00	$25,797.00	$25,797.00

Group 1 - 100%
Contract No.
Prefix: 15-0605

August 15, 1973
(date)

Mr. Allen A. Alsing
Public Works Director
City Hall
Ashland, Oregon 97520

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Rogue Valley Hwy.

Section Wightman St.-Walker Avenue (Ashland) TOPICS

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

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COUNTY & CITY SECTION
AUG 20 1973
ENGR. ✓ GEOR. ✓ UE ✓ UE
UPE ✓ CE ✓ RE ✓ RPE ☐

16 August 1973
(date)

City of Ashland

By Allen A Alsing
Dir Pub Wks ~~Commissioner~~

By _____
Commissioner

cc: Duane Redings
(L H Young)

7948

S

cc: ~~R.~~ L. Schroeder
L. H. Young
C. G. Swenson
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

~~GEORGE M. BALDWIN~~
~~Administrator of Highways~~

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6514

August 14, 1973

Mr. Allen A. Aising
Public Works Director
City Hall
Ashland, Oregon 97520

Re: TOPICS Project T-5002(2)
Wightman St.-Walker Rd. Sect.
Siskiyou Blvd.

Dear Al,

The following is a breakdown of our final cost estimate for the subject project:

Construction		$173,000
Traffic Signal Installation		28,000
Engineering & Contingencies	(13½%)	27,000
Preliminary Engineering		7,000
	TOTAL	$235,000
Federal funds available		-67,000
To be Shared by State & City		$168,000
City's Estimated Share		$ 84,000

This represents a 17½% increase over our preliminary estimate sent to you March 2, 1973.

At the present time bids are scheduled to be opened for this project on September 27, 1973, at which time an advance deposit of the City's share will be requested. However, before we can advertise the project for bids it will be necessary for the City to give assurance that the necessary finances to cover City's estimated share are available.

Please give this matter your immediate attention and forward your response as soon as possible.

If you have any questions concerning this matter, please call me.

RECEIVED
AUG 14 1973
Office of
Assistant State Highway Engineer

Very truly yours,

H. S. Cox
County and City Engineer

RICHARD BLADORN

By: Richard Bladorn
Urban Program Engineer

NOTED
R. L. SCHROEDER

RB:ljt

Cont x-CIT

Section Wightman St. - Walker Ave (Ashland)

Highway Rogue Valley

County Jackson

Kind of Work Grading, Paving and Signals

Project Alltoment $ _____

Project Length 0.36 m.l.

Completion Time 175 Cal. Workdays (July 25, 1974)

FA Project No. I-5002(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 187,078
Anticipated Additional Items:		
Flagging (State Share)	$ 2500	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	100	
Stage Construction Striping	100	
Temporary Erosion Control	200	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
City of Ashland Power	8500 =	
City of Ashland Water & Sewer	1500 =	
Signal Test	500	
Asph Conc Slope Surfacing	750 =	
Reconnect Existing Devices	500 =	
Seed & Mulch	200 =	
	$	201,428 00
Contingencies (4-1/2%)		9,064 26
Engineering (9 %)		18,128 52
TOTAL	$	
Credit for _____		
Estimated Net Authorization, Construction	$	228,620 78

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COUNTY & CITY SECTION
AUG 13 1973
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UPE CE RE RPE

Est. PE to date

24,000
64,200
15,[illegible]

8-13-73 Cleared with Klaboe. B

TOTAL fed

-St & City

6400

235,000 ±
67,000
168,000
84,000

8/6/73
DEL

Cost Estimate

No.	Item	Unit	Quantity	Unit cost	Total
1	Mobilization			5%	8900
2	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		6,115
	ROAD WORK				
3	Removal of Structures and Obstructions	Lump Sum	All Spec		
4	General Excavation	Cu. Yd.	5,550	2.50	13,925
5	Trench Excavation	Cu. Yd.	1,070	6.00	6,420
6	Finishing Roadbed and Slopes	Lump Sum	All Spec.		
7	Watering	M-Gal.	135	10.00	1350
8	Coarse Aggregate Base	Ton	6,450	4.55	29,347.50
9	Class "C" Asphalt concrete Mixture	Ton	3,500	9.50	33,250
10	Asphalt Cement in Mixture	Ton	225	42.00	9450
11	MC-0 Aggregate in Prime Coat	Cu. Yd.	60	8.00	480
12	RC-250 Asphalt in Prime Coat	Ton	12	100.00	1200
13	6-inch Culvert Pipe	Lin. Ft.	20	4.00	80
14	12-inch Culvert Pipe	Lin. Ft.	66	5.75	379.50
15	10-inch Sewer Pipe	Lin. Ft.	330	4.70	1551
16	12-inch Sewer Pipe	Lin. Ft.	800	5.70	4560
17	15-inch Sewer Pipe	Lin. Ft.	400	6.60	2640
18	Extra For Pipe Under Pavement	Lin. Ft.	100	10.00	1000
19	Concrete Manholes	Each	2	400.00	800
20	Concrete Inlets, Type CG-1	Each	14	215.00	3010
21	Concrete Inlets Type G-2MA	Each	1	360.00	360.00
22	6-inch Drain Pipe	Each	530	3.00	1590
23	Special Fill Material in Repairs	Cu. Yd.	125	10.00	1250
24	Concrete Walks	Sq. Yd.	1,300	7.00	9100
25	Concrete Driveways	Sq. Yd.	510	8.50	4335.00
26	Concrete Curbs	Cu. Yd.	66	60.00	3960.00
27	Extra For Asphalt Approaches	Each	24	75.00	1800
28	Adjusting Manholes	Each	7	175.00	1225.00
	TRAFFIC SIGNAL INSTALLATION				
29	TRAFFIC Signal Installation Complete	Lump Sum	All Spec		28,100
					187,078
	Addnl Items (See cover sheet)				14,350
					201,428
	13 1/2 % Engr & Contgn				27,192
				Total	228,620

Budget Bureau No. 41-R2068; Ap

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE ADT	YEAR	REGION	STATE NAME
2	(18) (20)	SR 99 Wightman St. to Walker Ave. (Ashland) 21 65	ADT	12,900	22,000 (66) (70)	91 (71) (72)	10 (74) (75)	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO
3	PE, Gr., Pave & Traffic Signals 28 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	T- 14 23	5002(2) 7

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	TOPICS	Jackson

NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
(17-21) Ashland	Primary & Primary Type II	T P	3	(32) 63

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1	(34)	38	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	35	T-5002(2)	SR 99 Wightman St. to Walker Ave. (Ashland) "Wightman St.-Walker Ave. (Ashland) Sec."	0.0	8,000 63,000	5,000 39,900	1,500 1,500(City) 11,550 11,550(City)	P.E. a drain, traffic and mod
							PROJECT TOTAL				0.0	71,000	44,900	26,100	
5					PE ROW CONST		RE-QUESTED REVISION	35	T-5002(2)	SR 99 Wightman St. to Walker Ave. (Ashland) "Wightman St.-Walker Ave. (Ashland) Sec."	0.0	8,000 228,600 (18) (23)	5,000 145,300 (24) (33)	1,500 1,500(City) 41,650 41,650(City)	P.E. a drain, pave., traffi and mod
							PROJECT TOTAL				0.0	236,600	150,300	86,300	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To increase the "Project Cost" to reflect the latest data and es
To change the "Character of Proposed Work" to read "4-lane 66' H.T. pave., curb in place of H.T. pave., curbs. -CONTINUED-

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
July 14, 1971	DATE: August 13, 1973	DATE	DATE
OTHER: February 1, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

8-13-73

7968

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
nd) 65	ADT	12,900	22,000 (68) (70) 91 (71) (72)	10 (74) (75)	Oregon	35 (2) (3)	077 4 6	35 (14) (16)

FOR MISCELLANEOUS FUNDS ONLY					PROJECT NUMBER		I. PROJECTS ONLY	
PV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. T- 5002(2) 7 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME: Jackson — CODE 029 (14 16)

STEM: Primary & Primary Type II — RTE NO.: T P — FEDERAL AID: 3 — STATE (32): 63 — U.S. (30) (37) (41)

TERMINI	MILES (54) (56)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
99 Wightman St. to lker Ave. (Ashland)		8,000	5,000	1,500 1,500(City)	P.E. all phases; grade, drain, H.T. pave., curbs, traffic signal install. and modification.
ightman St.-Walker e. (Ashland) Sec."	0.0	63,000	39,900	11,550 11,550(City)	
PROJECT TOTAL	0.0	71,000	44,900	26,100	
99 Wightman St. to ker Ave. (Ashland)		8,000	5,000	1,500 1,500(City)	P.E. all phases; grade, drain, 4-lane 66' H.T. pave., curbs, sidewalks, traffic signal install. and modification.
ightman St.-Walker e. (Ashland) Sec."	0.0	228,600 (116) (23)	145,300 (24) (33)	41,650 41,650(City)	
PROJECT TOTAL	0.0	236,600	150,300	86,300	

ASON FOR CHANGE: To increase the "Project Cost" to reflect the latest data and estimated cost.
o change the "Character of Proposed Work" to read "4-lane 66' H.T. pave., curbs, sidewalks",
n place of H.T. pave., curbs. -CONTINUED-

N REQUESTED	RECOMMENDED	APPROVED
973	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

both classes of funds involved.

USCOMM-DC 40000-P61

Reason for Change: continued

The project data should now read:

1. All phases of preliminary engineering.

2. Intersection of Siskiyou Blvd. (Rogue Valley Hwy.) and Ashland St. (Green Springs Hwy.): Install a multiple-phase traffic control signal.

3. Intersection of Siskiyou Blvd. (Rogue Valley Hwy.) and Wightman St.: Modify existing traffic control signal and interconnect with proposed new signal at intersection of Siskiyou Blvd. and Ashland St.

4. Siskiyou Blvd. (Rogue Valley Hwy.) between Ashland St. (Green Springs Hwy.) and Walker Ave.: Grade, drain, AC pavement, concrete curbs to widen Siskiyou Blvd. to provide a 66' curbed section to accommodate a left-turn lane and 4 traffic lanes. Revise channelization to provide left-turn lanes. Construct driveways where required. Construct 4.5' walk on north side and 8' combination bikeway-walkway on south side.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

NOTE: The proposed project lies within Congressional District No. 4.

7968

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 10, 1973

Mr. Al Alsing
City of Ashland
Department of Public Works
Ashland, OR 97520

Power Facilities Conflict
Wightman St.-Walker Ave. Section
Rogue Valley Highway
Jackson County
Project No. T-5002(2)

Dear Mr. Alsing:

Bids will be received by the Oregon State Highway Commission on the above-titled highway project on September 27, 1973. Power facilities owned by the City conflict with the construction requirements of the subject project and must be adjusted.

Attached is a list of fourteen (14) conflicting power poles. These poles are all located on State Highway right of way, not under Oregon State Highway Division permit; therefore, pursuant to the terms of ORS 366.321, the State will reimburse the City for the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4 and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Martin G. Havig, 1523 SE Cobb St., P.O. Box 1128, Roseburg 97470, telephone 672-6541, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. B. E. BROWN, P.O. BOX 368, 2692 N. PACIFIC HWY., MEDFORD 97501, TELEPHONE 773-4198, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Brown. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Havig.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

cc: G. L. Green
H. S. Coulter
J. H. Versteeg (3)
V. E. Skoog
R. P. Hamilton
A. Shirley, Jr.
B. E. Brown
M. G. Havig

LIST OF CONFLICTS

Utility: City of Ashland Power
Project: Wightman St. / Walker Ave. (Ashland)
Highway: Rogue Valley
County: Jackson

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
City Power Pole No#	13+90	40 ft.	Southerly	X		Reimbursable per ORS 366.321
" " " "	15+53	39 ft.	"	X		"
" " " #1341	16+05	39 ft.	Northerly	X		"
" " " No #	16+57	41 ft.	Southerly	X		"
" " " "	17+88	36 ft.	"	X		"
" " " #1440	19+10	40 ft.	"	X		"
" " " #1450	20+60	39 ft.	"	X		"
" " " #1474	22+07	40 ft.	"	X		"
" " " #1486	23+55	39 ft.	"	X		"
" " " #1500	25+02	39 ft.	"	X		"
" " " #1520	26+45	38 ft.	"	X		"
" " " No #	26+85	43 ft.	Northerly	X		"
" " " "	27+40	40 ft.	Southerly	X		"
" Illumin. Pole No#	28+38	25 ft.	"	X		"

794.8

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 10, 1973

Mr. Al Alsing
City of Ashland
Department of Public Works
Ashland, OR 97520

Sanitary Sewer Facilities Conflict
Wightman St.-Walker Ave. Section
Rogue Valley Highway
Jackson County
Project No. T-5002(2)

Dear Mr. Alsing:

Bids will be received by the Oregon State Highway Commission on the above-titled highway project on September 27, 1973. Sewer facilities owned by the City conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

6-inch Sanitary Sewer Pipe Crossing, Station 21+54
6-inch Sanitary Sewer Pipe Crossing, Station 27+00

The above conflicting facilities are located on State Highway right of way, not under Oregon State Highway Division permit; therefore, pursuant to the terms of ORS 366.321, the State will reimburse the City for the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Martin G. Havig at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

NOTED
H.S. COULTER

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. B. E. BROWN, P.O. BOX 368, 2692 N. PACIFIC HWY., MEDFORD 97501, TELEPHONE 773-4198, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Brown. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Havig.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

cc: G. L. Green
H. S. Coulter
J. H. Versteeg (3)
V. E. Skoog
R. P. Hamilton
A. Shirley, Jr.
B. E. Brown
M. G. Havig

7948

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 10, 1973

Mr. Al Alsing
City of Ashland
Department of Public Works
Ashland, OR 97520

Water Facilities Conflict
Wightman St.-Walker Ave. Section
Rogue Valley Highway
Jackson County
Project No. T-5002(2)

Dear Mr. Alsing:

Bids will be received by the Oregon State Highway Commission on the above-titled highway project on September 27, 1973. Water facilities owned by the City conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

6-inch Water Pipe	30' Rt. Sta. 27+25 to 50' Rt. Sta. 27+33
Fire Hydrant	39' Lt. Sta. 19+35
All water service line crossings (Approx. 4)	

The above conflicting facilities are located on State Highway right of way, not under Oregon State Highway Division permit; therefore pursuant to the terms of ORS 366.321, the State will reimburse the City for the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Martin G. Havig, 1523 SE Cobb St., P.O. Box 1128, Roseburg 97470, telephone 672-6541, at the earliest possible date to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

NOTED
H.S.COULTER

RECEIVED
AUG 13 1973
Office of
Assistant Stair

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. B. E. BROWN, P.O. BOX 368, 2692 N. PACIFIC HWY., MEDFORD 97501, TELEPHONE 773-4198, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Brown. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Havig.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

cc: G. L. Green
H. S. Coulter
J. H. Versteeg (3)
V. E. Skoog
R. P. Hamilton
A. Shirley, Jr.
B. E. Brown
M. G. Havig

7914.8

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 10, 1973
Salem, OR 97310

SUBJECT: Utility Status Report
September 27, 1973 Letting

To: L. H. Young
Office Engineer

B U I L D I N G

The status of negotiations with utilities for the following TOPICS projects for the above letting is as follows:

FRANKLIN BLVD @ 11TH AVE. (EUGENE) SECTION
Project No. T-5010(8) Grade, Pave & Signals

In accordance with the provisions of an agreement between the State and the City of Eugene, approved by the Oregon State Highway Commission on May 4, 1971, any required utility adjustments are to be handled by the City.

EUGENE WATER & ELECTRIC BOARD - EWEB has five illumination poles, leased to the City of Eugene, that will conflict. EWEB reports these poles can be relocated without delay to the project.

EWEB also has approximately 200 feet of 4-inch water line that may conflict. If conflict is confirmed, relocation can be accomplished without delay to the project.

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION
Project No. T-5002(2) Grade, Pave & Signals

CITY OF ASHLAND - City has fourteen power poles that will conflict with the proposed construction. The City has been notified verbally of their conflicts, and are preparing relocation plans. Estimated cost to the State is $8,500. Federal-aid participation will not be requested. No delay to the project is anticipated.

The City also has a 6-inch water line crossing, one hydrant, four water services and possibly two sewer line crossings that will conflict with the proposed construction. The City has been notified verbally and is preparing relocation plans. Estimated cost to the State is $1,500. Federal-aid participation will not be requested. No delay to the project is anticipated.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations with the projects listed above.

Jack M. Cartwright
Utility Office Engineer

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

JMC:jly

cc: H. S. Coulter
J. H. Versteeg
J. B. Boyd
V. E. Skoog
C. G. Swenson
R. N. Chase (6)

T

8-9-73

CC: L.E. George
R.N. Chase
C.G. Swenson
A. Shirley Jr.
T.P. Lowe (FHWA)

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5002(2)
Project Name: Wightman St-Walker Ave Section Siskiyou Blvd

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☒ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☐ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at _____.
We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Ashland, Oregon, this 9th day of August, 1973.

CITY OF Ashland, Oregon

By Allen L. Amy

Title Dir Pub Wks

By _____

Title _____

RECEIVED
COUNTY & CITY SECTION
AUG 13 1973
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Pipe Data
2B	Summary
3, 4	Plan & Profile

7-16-73

STATE OF O

STATE HIGHWA

PLANS FOR PROPOS

GRADING, PAVING

WIGHTMAN ST.-WALKER

ROGUE VALLEY

JACKSON CO

PRELIMINARY CO

SUBJECT TO CHANG

BEGINNING OF PROJECT
Sta. 11+90.27

ASHLAND

END OF PROJECT
Sta. 31+00

Sketch Map

Scale 0 600

Ashland

PRELIMINARY COPY
JUN 29 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT

WIGHTMAN ST-WALKER AVE (ASHLAND) SEC. ROGUE VALLEY HIGHWAY JACKSON COUNTY				SHEET NO. 1
FED. AID ROAD DIST. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

OREGON

AY DIVISION

SED PROJECT

G & SIGNALS

R AVE (ASHLAND) SECTION

HIGHWAY

UNTY

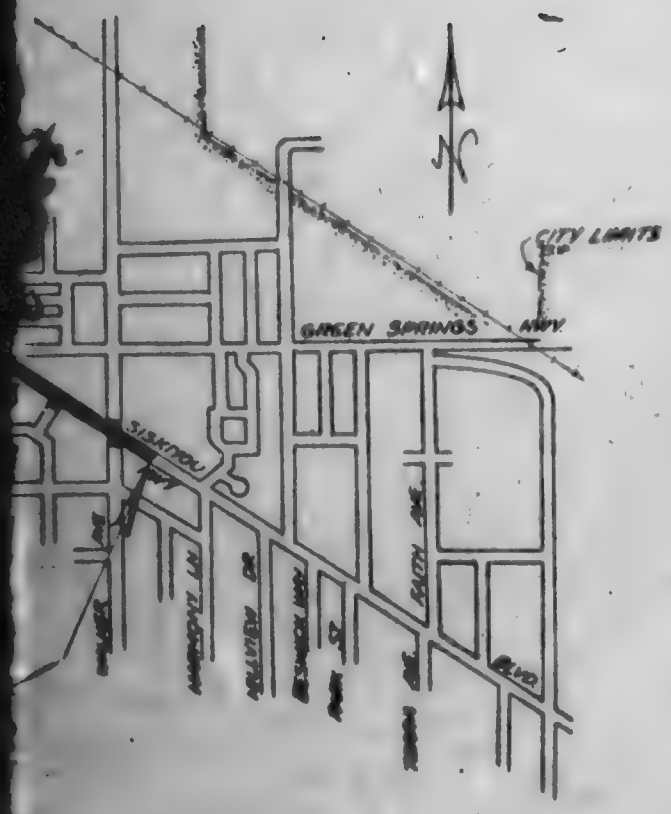
OPY

APPROVED *
CITY OF ASHLAND

BY A. Abeny

DATE 16 July 1973

* Final location of driveways will be made in the field



600 Ft.

Fred B. Kloboe STATE HIGHWAY ENGINEER

A.E. Johnson DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Theodeus B. Bruno Commissioner
Anthony R. Yturri Commissioner
George M. Baldwin Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

7948.

5

FORM 8-81

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE July 11, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Donald R. Byard Geo. A. Potter
Environmental Director

SUBJECT Wightman St.-Walker Ave. Section
Siskiyou Boulevard
City of Ashland, Oregon

The subject statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign five copies and return same to this office for submission to the Federal Highway Administration for concurrence.

Attachment

cc: J. H. Versteeg
Victor D. Wolfe
L. H. Young
G. A. Potter

NOTED
R. L. SCHROEDER

RECEIVED
JUL 12 1973
Office of
Assistant State Highway Engineer

Copies returned to Byard 7-13-73

7948

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 3, 1973

Keep

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Wightman St.-Walker Ave. Section
Siskiyou Boulevard
City of Ashland, Oregon

This negative declaration precedes our request for location/design approval of the subject project on US 99.

DESCRIPTION OF PROJECT The proposal is to widen Siskiyou Boulevard (US 99) between Walker Avenue and Green Springs Highway to four lanes and to signalize the intersection of Green Springs Highway (Oregon Highway 66) and Siskiyou Boulevard. The present Siskiyou Boulevard, in the section to be modified, consists of two lanes, with no median. The pavement width is 37 feet. This section contains no curbing or sidewalks. The proposed project includes clearing, grading, base, paving, and the addition of curbs and sidewalks. The reconstructed roadway will be 66 feet wide, with four travel lanes and a painted 14-foot left-turn refuge in the median. A 4.5-foot sidewalk and an 8.0-foot combination sidewalk and bike path will also be constructed. South of Walker Avenue the project will taper into the existing Siskiyou Boulevard. The total length of the project is 775 feet. This project has a high priority in the Area-Wide TOPICS Plan for the Ashland Urban Area. North of the Siskiyou Boulevard-Green

Springs Highway intersection, Siskiyou Boulevard is already a four-lane facility. This project will be coordinated with construction of a bike trail between Walker Avenue and Tolman Creek.

A major feature of the proposal is signalization at the intersection of Green Springs Highway and Siskiyou Boulevard. This signal will facilitate safe vehicle movement, as well as allow the safe passage of pedestrians through the intersection. The most recent traffic tables of the Highway Division indicate that the Average Daily Traffic (A.D.T.) on Green Springs Highway at the intersection is 4,600 vehicles. Siskiyou Boulevard is used by 12,400 vehicles north of the intersection, while the ADT south of the intersection within the project section is 8,200.

No additional right-of-way will be required for this project.

PURPOSE OF PROJECT

This project is needed to increase the safety and mobility of motorists and pedestrians in an area of extreme hazard. This section of Siskiyou Boulevard has developed into a commercial area in the recent past. Traffic access is presently uncontrolled and attracts many left-turn movements from the two-lane road. The area is also one which attracts a large pedestrian movement generated by Southern Oregon College. The proposed project would provide left-turn refuges for vehicles while limiting highway access to designated locations for both motorists and pedestrians. This project is designed to decrease vehicle/vehicle and vehicle/pedestrian accidents. Between January 1, 1965 and September 30, 1970, there was a total of 29 accidents on Siskiyou Boulevard between Ashland Street and Walker Avenue. Most of the accidents appeared to result from two conditions: vehicles turning into or out of commercial establishments adjacent to the highway and rear-end collisions associated with left-turn movements.

EXISTING ENVIRONMENTAL SETTING

This section of highway lies within the city of Ashland and is a segment of a main north-south state designated route. North of this project section, and through the commercial sections of Ashland, Route 99 is a divided highway. A main intersection in the community is Siskiyou Boulevard-Green Springs Highway. The Green Springs Highway leads to the southern entrance to I-5 from Ashland. This access pattern has been a primary cause of the rapid commercial development in the project section. Oregon Route 99, continuing south, is the old highway connecting California with the Medford-Ashland area.

This project will be constructed within a commercially developed area. North of the Siskiyou Boulevard-Green Springs Highway intersection is the campus of Southern Oregon College.

Roadside development along this section is oriented to both college and highway generated uses. Most adjacent uses are drive-in restaurants, motels or service stations. Based on the accident rate and extensive commercial development in this section, local businesses have supported this project, perceiving a need for some improvement. At present, ingress and egress from adjacent commercial establishments are not controlled by curbing or channelization. Because the present ADT, 12,900, is estimated to increase to over 22,000 by 1992, local business interests feel improvements should be made in this section before the situation deteriorates further, resulting in more accidents. One indication of the perceived need for this project is that adjacent businesses will fund construction of ancillary improvements at their own expense, including construction of sidewalks and curbing throughout this section.

DISCUSSION OF ENVIRONMENTAL IMPACTS

All property adjacent to this project is in commercial use. Roadside property in this section is zoned for commercial use and commercial development in the future. The present right-of-way width along Siskiyou Boulevard will accommodate the proposed improvement without additional acquisition. No property will be severely impaired, and all existing property will be served with adequate access points. No persons will be displaced and no buildings will require relocation.

Access to the project area will be improved. Area residents and the traveling public will experience less inconvenience when driving through this section and the Siskiyou Boulevard-Green Springs Highway intersection upon completion of the project. During project construction, some inconvenience will result from intermittent restrictions of traffic flow; however, flagging and signing will be provided to control traffic flow. Access to adjacent commercial properties will be maintained. If the adverse effect of construction activities on traffic flow is greater than anticipated, potential detour routes around the construction area could be utilized. As traffic volumes on this section do not change significantly over the year, summer construction will not cause additional hardships. During the summer, the Ashland Shakespearean Festival, a main tourist attraction, operates at the northern end of town. High vehicle-pedestrian use in this section appears to be generated by Southern Oregon College and access routes to I-5. Consequently, highest use and greatest congestion occur during the winter when college is in session.

No parks, recreation areas, or registered historic sites will be affected by the project, nor will any wildlife nesting or feeding grounds be affected.

This project is an integral part of the long-range street plan for the city of Ashland. It connects to and complements the peripheral road proposed to bypass the Southern Oregon College campus in the Bear Creek Area Transportation Plan. Improvement in this area

is necessary immediately, however, because of the high local accident rate and the potential for greater numbers of accidents with the large student population, increasing traffic volumes and uncontrolled traffic movements.

Some utilities will be affected by the project. Utility poles on both sides of the highway will be moved out of the street and sidewalk areas. Storm drainage systems will be extended to accommodate the wider highway and increased storm runoff. Some sanitary sewer lines will be modified.

BASIS FOR NEGATIVE DECLARATION

A review of the preceding data and impact analysis suggests that very little environmental degradation, either social or natural, will result from this project. Except during project construction, no businesses will be affected. No private land will be acquired. The project will not generate additional traffic, and therefore will not create any additional noise or automotive pollutants. Instead, traffic flow will be improved, with greater control, and the potential for accidents within this section will be reduced. The effects on the natural environment from this project are minimal and the project is a portion of the long-range land use plan for the community of Ashland.

It is the conclusion of the Oregon State Highway Division that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the human or natural environment.

Endorsement to Oregon State Highway Division

Concur _____
Division Engineer

Date 8-6-73

JZ:bb

cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor Wolfe
L. H. Young
Alfred Shirley, Jr.

Mr. Allen A. Alsing
Public Works Director
City Hall
Ashland, Oregon 97520

July 2, 1973

RE: TOPICS Project T-5002(2)
Wightman Street-Walker Road Section
Siskiyou Boulevard

Dear Al:

Enclosed are two sets of preliminary grading and paving plans for the subject project. Preliminary traffic signal plans will be forwarded to you as soon as they are available.

Due to the construction strike/lockout all bid openings have been postponed. On a tentative basis this project has been rescheduled for the September 27, 1973, bid opening. When a definite date has been established we will let you know.

In the meantime, please review the plans and return one copy with any recommendations you have for additions or deletions.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard H. Bladorn
Urban Program Engineer

[redacted]:lat
Encl.

bc: L. E. George
J. H. Versteeg
A. Shirley, Jr.

ENGR. ASST. OE AE IIE
UPE CE RE RPE

7948 STATE COPY

cc: OSHD, Environmental Se.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-29-73

Location

INSPECTION REPORT

ch

REGION NO.	REPORT ON	DIVISION
10	Environmental Technical Review	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
6/29/73	T. P. Lowe, Area Engineer	T-5002(-)

IN COMPANY WITH
OSHD Environmental Technical Review Committee

REMARKS

ENVIRONMENTAL STATEMENT REVIEW
WIGHTMAN ST.-WALKER ST. SEC. SISKYOU BLVD (ASHLAND)
Environmental Technical Review

During the Review Committee's discussion of the negative draft of the subject project I made the following comments:

I suggested the negative draft should clearly show that this project is a part of the TOPICS study in Ashland. I further suggested that if the project is an outgrowth of that study it should be so indicated.

There was very little other comment regarding this negative draft during the Review Committee's discussion.

RECEIVED
STATE HWY ENGR
JUL 1073
REFER TO
Schroeder
FOR

NOTED
R. L. SCHROEDER

RECEIVED
JUL 1 1973
Assistant State Highway Engineer

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED ★ GPO: 1970 O-387-254

MEMO TO R. N. CHASE

DATE: June 27, 1973

TOPICS PROJECT PROGRAMING (REVISED)

CITY: Ashland SECTION: Wightman St.-Walker Ave., Siskiyou Blvd.

PROPOSED WORK: Signals, interconnect, grading, paving, curbs, gutters, and sidewalks.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	193,000	115,800	38,600	38,600	
P.E.	7,000	4,200	1,400	1,400	
		FIELD 2,000		P.S.& E. Preparation	5,000

EXISTING FACILITIES:

Siskiyou Blvd.: 4 lanes-6' median - 70' curb to curb north of Green Springs Hwy.
2 lanes-no median - 37' pavement south of Green Springs Hwy.
No existing curbs south of Green Springs Hwy.

Wightman St.: 2 lanes - 30' curb to curb

Green Springs Hwy.: 2 lanes - 30' pavement

Walker Road: 2 lanes - 34' pavement

PROJECT DATA: Install multi-phase traffic control signal on Siskiyou Boulevard at the Green Springs Highway. Interconnect with the existing traffic control signal on Siskiyou Boulevard at Wightman Street

Widen Siskiyou Boulevard from Green Springs Highway to Walker Road. Taper pavement to existing southerly of Walker Road. Widening to provide 4 travel lanes, continuous left-turn median, curbs, and sidewalks (sidewalk/bike trail on westerly side.)

ENVIRONMENTAL STATEMENT: Negative Declaration being processed.
PROJECT NO.: T-5002(2)
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: FAP Type II System approved by FHWA 12-1-70.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 3 (Siskiyou Blvd.) FAP 15 (Green Springs Hwy.)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 8 CLEARINGHOUSE APPROVAL:
HEARING: Not required.
ACCESS CONTROL: Will be limited as to location by installation of curbs.
PARKING RESTRICTIONS: Parking to be eliminated on Siskiyou Blvd. between Green Springs Hwy. and Walker Ave.
ADT:

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

T

CC: JOHN OAKES
R.N. CHASE
J.E. CHIDSEY
C.G. SWENSON
A. SHIRLEY

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

6-19-73

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5002(2)

Project Name Wightman Street-Walker Avenue Section
Siskiyou Boulevard

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Ashland, Oregon,

this 19 day of June, 1973.

City of Ashland

Archie C. Fries
Mayor

Richard D. Nash
Recorder

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1973
ENGR. ✓ CONST. ✓ UE ✓ AE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ RPE ☐

R/W File No. None

7948

MEMO TO FILES
June 13, 1973

RE: TOPICS Project T-5002(2)
Wightman Street-Walker Avenue Section
Siskiyou Boulevard
City of Ashland

An 8-foot bikeway/sidewalk will be constructed as part of this project.

The bikeway will be the connecting link between the existing bikeway northerly of the Green Springs Highway and the proposed bikeway from Walker Avenue to Tolman Creek Road.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
cc: E. S. Hunter
R. L. Schroeder
W. J. Hart
J. H. Versteeg
Victor Wolfe
L. H. Young
A. Shirley Jr.

NOTED
E. S. HUNTER

RECEIVED
JUN 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

79-4/8

5

cc: ~~A~~. E. Johnson
R. L. Schroeder
L. E. George
W. J. Hart
J. H. Versteeg
L. H. Young
A. Shirley, Jr.
B. L. Gifford
T. P. Lowe, FHWA

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 1, 1973

Mr. Brian L. Almquist
City Manager
City Hall
Ashland, Oregon 97520

NOTED
A. E. JOHNSON

Re: TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Section
Siskiyou Blvd.

Dear Mr. Almquist:

The Highway Commission has approved your request that the cost overrun for the subject project be shared by the City and State on a 50/50 basis.

Also, a check with the FHWA indicates that a public hearing is not required for this project.

We will now proceed with the final design of the project so that location/design approval may be requested from the FHWA.

This project will be placed on the "Schedule of Contract Lettings" for August 30, 1973.

Please contact us immediately if you have any further questions concerning the project.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

RECEIVED
STATE HWY ENGR
JUN 1 '73
REFER TO
FOR
Info | Mnvss | R/D | D/R | Sign | Act | File

Ashland Daily Tidings ---------- 5-30

5-30-73

Another bike path leg wins state's OK

#119 QM

If everything goes as planned bicycle riders will one day be able to travel from downtown Ashland to the eastern city limit on a specially designated bike path.

The eastern link of the bike path was approved for construction by the State Highway Commission Tuesday. It calls for a one-mile-long bike lane on the south side of the Rogue Valley Highway (Siskiyou Boulevard) from Walker Avenue to Tolman Creek Road.

That section is to link up at Walker with a bike path to be built in conjunction with the project to widen Siskiyou Boulevard between Indiana and Walker Avenue, the so-called TOPICS project on which the city and state highway people have been working for more than a year.

A bike path already exists on the south sidewalk along Siskiyou between Gresham and Indiana Streets.

There was no immediate word on how much the newly approved one-mile bike lane would cost. Ashland Public Works Director Allen Alsing said no city money was involved. He said he understood the project was to be put out to bid by the state Thursday.

The city submitted a preliminary design of the requested project showing the bike path winding its way along the south side of the highway, changing grade frequently to follow the contours of the land and to avoid trees in its way. The project calls for a eight-foot way paved with asphalt.

Alsing said he expected it would be built this summer, entirely at state expense.

No construction date has been set for the missing middle link of the bikeway along that section of the boulevard that is to be widened under the so-called TOPICS federal aid highway safety program.

Alsing said he understood the state had agreed to fund its share of the widening program and state engineers were expected here shortly to work out additional details of the work.

Ashland Daily Tidings ---------- 5-31

Siskiyou Boulevard section

#118 5-31-73

State to share in widening

The Oregon State Highway Commission has approved sharing in a TOPICS project on the Wightman Street-Walker Avenue section of Siskiyou Boulevard (Rogue Valley Highway) in Ashland.

The project involves widening Siskiyou Boulevard to a four-lane curbed section with a continuous left-turn lane. The project is 0.29-mile in length.

Included are a four-foot sidewalk on the northeasterly side, and an eight-foot bike trail and sidewalk combination on the southwesterly side. A traffic signal is planned for the Green Springs Highway (ORE66) intersection.

The total estimated cost of the project is $200,000, of which the state's share will be $68,200.

The rest of the money comes from the federal government under the so-called TOPICS program and from the city of Ashland. Property owners will be assessed for a portion of the costs.

Ashland Daily Tidings ---------- 6-5-73 ---------- 6-5

Siskiyou's widening to start in fall

#118

Construction is expected to start this fall on a $200,000 project to widen Siskiyou Boulevard between Indiana Street and Walker Avenue.

The project includes a traffic light at Siskiyou Boulevard and Highway 66 and is being launched under the so-called TOPICS program, which makes federal money available to increase traffic capacity and safety.

City officials have received notification that the project will be placed on the State Highway Division's "schedule of contract letting" for Aug. 30.

Officials said that meant construction would start in the fall. It may last until next year.

The project will be financed mainly with city, state and federal contributions. Property owners are being assessed a total of $16,400 to pay for sidewalks and curbs.

The city's share includes $30,850, appropriated from the general fund last year, this year and for the coming fiscal year. Also paid by the city will be $5,100 in bike path money from the capital improvements fund, plus a $15,850 loan from the general fund to the capital improvements fund, to be paid back later.

The city's total contribution amounts to some $68,000, with the rest to be paid by the state and federal governments.

The State Highway Commission agreed last week to increase its share of the cost to cover an anticipated increase in the estimated project cost. The city's share of that increase was included in the city figures.

The State Highway people told the city they were now proceeding with the final designs of the project, which calls for widening from two to four lanes between Indiana and Walker, plus sidewalks. The south sidewalk will serve as a bike path, too

1-7948

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 30, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **TOPICS Project T-5002(2)**
Wightman St.-Walker Ave. Section
Siskiyou Blvd. (Rogue Valley Hwy.)
City of Ashland

On the agenda for the May 29 meeting will be an item concerning cost sharing for the subject project.

This project is for widening Siskiyou Boulevard to a four-lane curbed section with a continuous left-turn lane. Also included would be a four-foot sidewalk on the northeasterly side and an eight-foot bike trail/sidewalk on the southwesterly side. A traffic signal would be installed at the Green Springs Highway Intersection.

The total estimated project cost is $200,000. This exceeds the City's available TOPICS funds by $94,000. The City has requested that the State share this overrun on a 50/50 basis in accordance with the policy approved by the Commission on January 23, 1973.

The cost to the State would be $47,000, in addition to our 20 percent share of the TOPICS fund ($21,200), for a total estimated State's share of $68,200.

I recommend your approval of sharing the cost overrun on this project on a 50/50 basis with the City.

cc: C. W. Head
G. M. Bladwin
A. E. Johnson
R. L. Schroeder
H. S. Cox
V. E. Skoog
J. H. Versteeg
L. H. Young
A. J. Shirley
Gary Sund

RB:ljt dpy

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

April 19, 1973

Mr. Richard H. Bladorn
County and City Section
Department of Transportation
405 State Highway Building
Salem, OR 97310

Dear Dick:

Enclosed are two copies of a resolution concerning the Negative Impact Statement for Ashland's proposed TOPICS project.

Will this serve your purposes?

Very truly yours,

Allen A. Alsing, P.E.
Director of Public Works

slk

Enclosures

RECEIVED
COUNTY & CITY SECTION
APR 20 1973
ENGR. COOR. DE AE UE
UPE DE RE RPE

RESOLUTION NO. 73-17

A RESOLUTION OF THE CITY OF ASHLAND, OREGON, APPROVING AND ADOPTING A NEGATIVE ENVIRONMENTAL IMPACT STATEMENT RELATIVE TO TOPICS PROJECT NO. T-5002 (2).

BE IT RESOLVED by the people of the City of Ashland, Oregon:

WHEREAS, it is required that a declaration be made of the environmental impact of the proposed widening, signalization and channelization on Siskiyou Boulevard, between Indiana Street and Walker Avenue, in the City of Ashland, Oregon; and

WHEREAS, a thorough evaluation has been made by the City of Ashland, and the following negative environmental impact statement is hereby approved and adopted:

LOCATION AND DESCRIPTION OF PROJECT:

The proposal is to widen Siskiyou Boulevard between Wightman and Walker to four lanes. The proposed project includes clearing, grading, base, curb, sidewalk and paving. The reconstructed roadway will be 66.0 feet with a painted 14.0 foot turning lane in the center. There will be a 4.5 foot sidewalk on one side and an 8.0 foot combination sidewalk and bike path on the other.

PURPOSE OF PROJECT:

This project is needed to increase the safety of motorists and pedestrians in an area of extreme hazard. This section of Siskiyou Boulevard has developed into a commercial area in the last several years. The traffic access is presently uncontrolled and attracts many left turn movements from a two lane road. The area is also one which attracts a large pedestrian movement across the street from Southern Oregon College. The proposed project would provide left turn refuges for motorists while controlling access to designated locations for both motorists and pedestrians. This project is designed to decrease vehicle/vehicle and vehicle/pedestrian accidents.

DISCUSSION OF ENVIRONMENTAL IMPACTS:

All property adjacent to this project is developed as commercial use. The present 100 foot right-of-way will accommodate the proposed improvement without additional acquisition. No property will be severely impaired and all existing property will be served with adequate access points. No persons will be displaced and no buildings will require relocation.

Cultural, educational, religious, social, recreational and commercial opportunities will be enhanced by making these activities more easily accessible to the area residents and the traveling public.

No park or recreation areas or registered historic sites will be affected by the project, nor will any wildlife nesting or feeding grounds be affected by the project.

There will be some inconvenience to the highway user during construction due to intermittent restrictions of traffic flow; however, adequate flagging and signing for temporary protection and direction of traffic will be provided.

This improvement is an integral part of the interim and long range street plan. It connects to and complements the Perimeter Road around Southern Oregon College as proposed in the Bear Creek Area Transportation Plan.

BASIS FOR NEGATIVE DECLARATION:

The benefits of the proposed improvements vastly outweigh temporary inconvenience to the traveling public and will greatly improve capacity and safety of both motorists and pedestrians. No significant detrimental impacts to the natural environment will occur.

The foregoing resolution was introduced at a regular meeting of the City Council of the City of Ashland and duly PASSED and ADOPTED this 17th day of APRIL, 1973.

Joseph M. Butler
City Recorder

SIGNED and APPROVED this 19th day of APRIL, 1973.

William P. Roble
Acting Mayor

RECEIVED
STATE HWY ENGR
APR 20 '73
REFER TO
FOR
Inves
R/D
D/R
Sign
Act
Fils

ARCHIE C. FRIES Mayor
GERALD R. ALLEN Councilman
JAMES L. CONKLIN Councilman
ROLAND McCANNON Councilman
GARY PRICKETT Councilman
WILLIAM P. ROBLE Councilman
AUDREY R. SODERBERG Councilwoman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

April 17, 1973

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
Highway Building
Salem, Or., 97301

Re: TOPICS Project T-5002 (2)

Dear Mr. Jackson:

The Ashland City Council, at its regular meeting on February 6, 1973, reviewed the following proposed funding for the widening of Siskiyou Boulevard (Ore 99) from Indiana to Walker Avenue, in the vicinity of Southern Oregon College, under the TOPICS program (Project No. T-5002(2):

Total Estimated Project Costs		$200,000
Less Available TOPICS Credits		
Federal	(67,418)	
City	(19,291)	
State	(19,291)	(106,000)
Estimated Overrun		$94,000

Pursuant to a policy statement recently adopted by the State Highway Commission relative to state participation in overruns on federally assisted projects, the City Council hereby requests that $47,000 be appropriated from State Funds, representing 50% of the estimated project overruns.

The City of Ashland is prepared to deposit its total share with the State after July 1, 1973, totalling $66,291, consisting of its 50% share of the overrun ($47,000) and its share of TOPICS credits ($19,291), in order that this critical project may be completed during 1973.

Your favorable consideration of this request will be appreciated.

RECEIVED
COUNTY & CITY SECTION
APR 23 1973

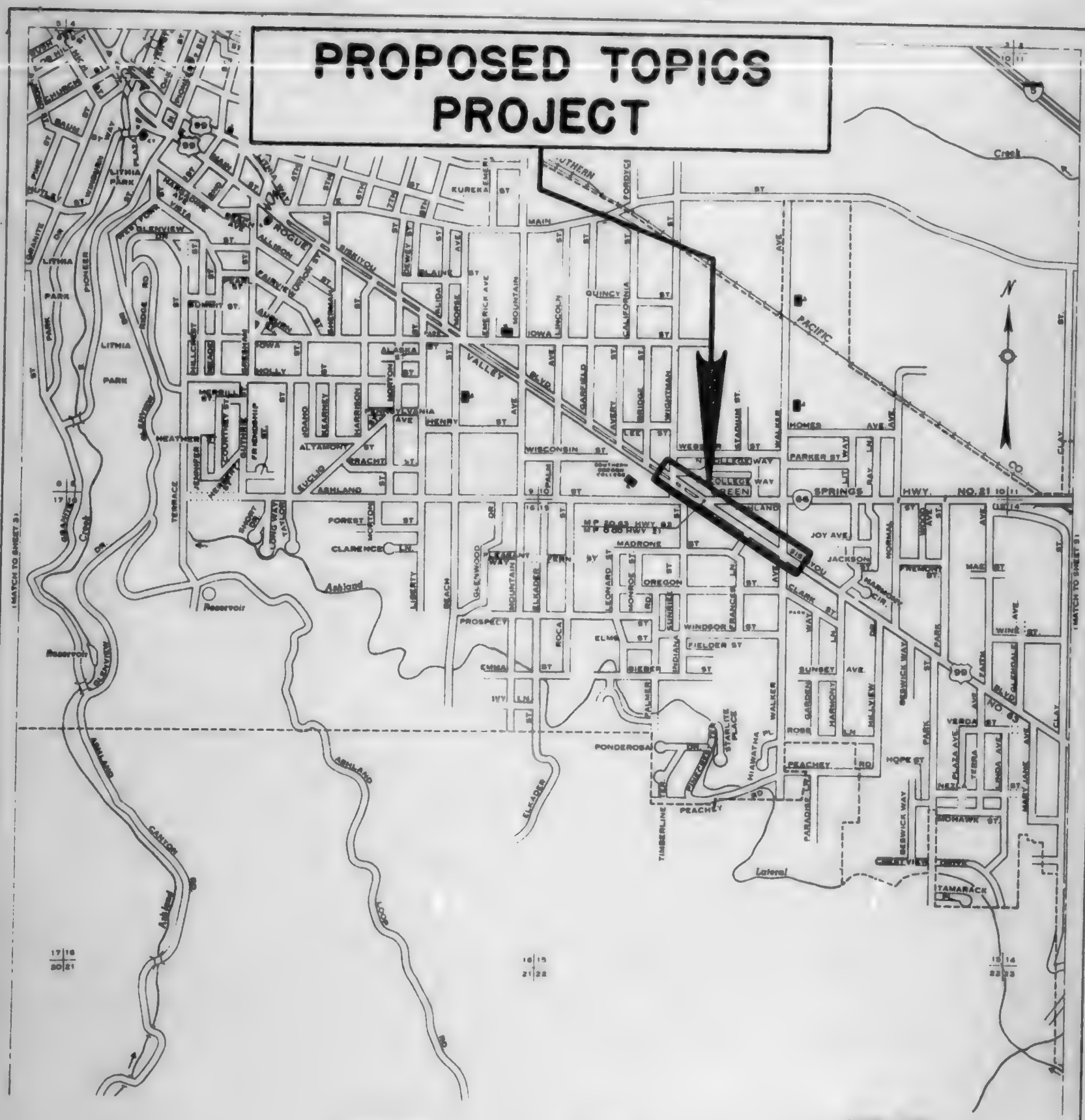
Ashland City Council

by: Brian L. Almquist
City Administrator

Attachment (1)
cc: H.S.Cox, County & City Engineer

cy Schroeder

PROPOSED TOPICS PROJECT



SIGNED ROUTES

INTERSTATE 5
U S 99
ORE. 99

LEGEND

- Post Office
- Public Bldg.
- School
- CH - City Hall
- CT - Court House
- A – Armory
- L – Library
- R. R. Depot
- Street open for travel
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,000

Scale in Feet

Revised December 1960

SHEET ARRANGEMENT

SHEET 4 OF 8 SHEETS

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 2, 1973

Mr. Allen A. Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

RE: TOPICS Project T-5002(2)
Wightman Street-Walker Avenue Section
Siskiyou Boulevard

Dear Mr. Alsing:

As requested in your recent letter, the following is the latest cost estimate for the subject project:

Construction	$134,000
Traffic Signal Installation	20,000
Engineering & Contingencies (20%)	31,000
Preliminary Engineering	5,000
Total	$200,000

This is for a 4-lane curbed section from the Green Springs Highway intersection to Walker Avenue, tapering into the existing 2-lane section past Walker Avenue. Also included would be a 4' sidewalk on the northeasterly side and an 8' bike trail/sidewalk on the southwesterly side. A traffic signal would be installed at the Green Springs Highway intersection.

The estimated costs for curbs and sidewalks are as follows:

Curbs	$1.85 per lineal ft.	($2.20 swelled 20%)
4' Sidewalk	3.11 " " "	(3.75 " ")
8' "	6.22 " " "	(7.50 " ")

The plans will be revised to extend the 8' sidewalk to Indiana Street and to extend the existing 4' sidewalk on Indiana Street to connect with the new 8' sidewalk.

Please note that these cost figures are preliminary estimates and are subject to change.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard O. Blanton
for H. S. Cox
County and City Engineer

RB:mm

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

February 26, 1973

Mr. Richard H. Bladorn
County and City Section
Department of Transportation
405 State Highway Building
Salem, OR 97310

Dear Dick:

Thank you for forwarding the plans for the proposed TOPICS project on Siskiyou Boulevard.

Just to be sure that we are working with the same figures that you are, would you please send us a copy of the cost estimate of the total project, including the eight foot sidewalk on the south side?

Would you also extend the sidewalk to Indiana Street? The present plan does not appear to show a sidewalk between Indiana and Omar's Restaurant.

Very truly yours,

Allen A. Alsing, P.E.
Director of Public Works

slk

CC: F.L. Hall

RECEIVED
COUNTY & CITY SECTION
FEB 28 1973

H.S.Cox
(I)

OREGON STATE
HIGHWAY DIVISION

REGION 3 P. O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. Al Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

February 20, 1973

Dear Mr. Alsing:

The attached map and detailed sheet was prepared by our Salem office as promised at a recent meeting, and has been reviewed by this office.

As per Mr. Bladhorn's comments made at that meeting, this office will await your written request for the cost sharing distribution and possibly delayed payment of the City's portion.

Very truly yours,

J. H. VERSTEEG
Region Engineer

GLC/jw
attach.
cc L. E. George
H. S. Cox
George Thornton

RECEIVED
COUNTY & CITY SECTION
FEb 23 1973
ENGR. COOR. UE AE UE
UPE CE RE UPE

2-16-73

Capital Journal, Salem---------- 2-21

Lincoln County services behind

Highway bypass needed before comple

766

By AUDREY BLUM
Capital Journal Correspondent

LINCOLN CITY — Services, least of all highway improvements, have not kept up with development in Lincoln County.

Most here believe that a highway bypass route is badly needed.

An alternate route will be built, but it is at least five years away, according to Bruce Boyd, regional engineer with the State Highway Division, Department of Transportation.

There was a public hearing in 1968, after which the Rock Creek Corridor was chosen as the best route. The 8-mile bypass east of Devil's Lake, when it is completed, will take traffic around Lincoln City from Drift Creek to the Otis interchange, reducing the amount of travelers who would otherwise pass through here on their way to someplace else.

A construction schedule is being planned, a preliminary survey is nearing completion and an impact statement should be prepared by the summer of 1974. Boyd cited lack of money and a fatality rate that is "average" as reasons for the bypass not having a higher priority.

Lincoln City residents don't agree that, because the fatality rate is only average, need for a bypass is not urgent. State engineers, in compiling accident listings, see no pattern of accidents except for three pedestrian fatalities in Lincoln City in 1971.

The engineers conclude from this that no one spot is particularly dangerous. Lincoln City drivers draw their conclusions from non-fatal accidents and near-misses.

While the state's accident listing shows one fatality 200 feet east of Neotsu in 1970, state police reports show six accidents near that corner.

One resident said, "The State Highway Division should knock off the crest of a rise just south of the intersection. That would give us another 200 feet of visibility. Or they could move the intersection to the top of the rise which would give excellent visibility both ways."

George Harris, who heads the Lakepoint trict, thinks there should be at least a stop lig ing light, or a left turn lane at the Neotsu since most cars are going at least 60 miles pe there. Insurance statistics show that it tak to stop at 60 miles per hour if the driver ha reaction.

West Devil's Lake Road is another pro Many Lincoln City residents returning from would like to turn here but find it safer on l ends to take the more congested route thro They would like to see a left turn lane at th tion, the scene of several serious, if non-fatal,

The Roads End-U.S. 101 intersection has to ated to be believed. On busy weekends, traffic out of Roads End, turning into Roads End U.S. 101 to go to the Dunes Resort, coming Dunes onto the highway to proceed north or s ing and leaving the Safeway parking lot on th

Ashland Daily Tidings, Ashland---------- 2-16

Siskiyou Blvd. widening project

1973

City appeals to owners

City officials told a number of property owners Thursday night that unless they agreed to be assessed for $16,000, the proposed widening of Siskiyou Boulevard between Indiana Street and Walker Avenue could not be carried out.

The street widening and the addition of sidewalks, curbs and gutters would make "access much easier" and would create "a much safer situation," Councilman James Conklin told the six or seven property owners who attended the meeting in City Hall.

But Conklin said the $300,000 project which could begin this summer depended on the help of property owners along the block.

Several property owners objected to the assessment.

George Thomas, representing the Phillips 66 station said he didn't see how curbs could improve access to businesses along the block, when they already had "uncontrolled access."

"We are absolutely against it," said Mrs. Al Brown of Omar's restaurant. She said the project would have a bad effect on her business and would cut into the parking area, "Half the problem is because of the college students," she said.

Peter Joeschke, owner of the White Motel, said he thought the project would create a bottleneck, and that plans should be abandoned until there was enough money to widen the highway all the way to Tolman Creek Road. Joeschke also said the project would have a "detrimental effect" on his business.

James Henshaw, director of the physical plant at Southern Oregon College, said the college was in favor of the project and was willing to pay its share of the $16,000.

Also indicating she was in favor was the owner of the Timbers Motel.

Dick Meister, manager of Buy-Rite, said he agreed there was a safety problem, and that the project would benefit the community as a whole, but he said he "didn't like being assessed."

Conklin told the group that until this portion of Siskiyou Boulevard is widened, the state highway commission will not consider widening Highway 66.

City Administrator Brian Almquist explained that $132,000 for the project would come from state and federal funds and that the city would provide $52,000. The property owners would have to come up with $16,000 for curbs, gutters, and sidewalks.

Conklin said the council had "fought very hard" for a raised median strip along the block like the rest of Siskiyou Boulevard, but that the Highway Division had rejected the idea. He said adequate crosswalks and a painted median strip would be provided.

Property owners will soon be asked to sign a petition indicating whether or not they favored the assessment district.

Conklin said if the project couldn't be started soon, its total price would shoot upward because of inflation.

7948

bc: F. B. Klaboe
R. L. Schroeder
F. L. Hall
L. H. Young
J. H. Versteeg, w/att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 8, 1973

Mr. Allen A. Alsing
Public Works Director
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

TOPICS Project T-5002(2)
Nightman Street-Walker Avenue Section
Siskiyou Boulevard

Attached for your information is one copy each of the preliminary plan and typical section for the subject project.

Additional copies are being forwarded to Glen Clark with a request that at his earliest convenience he inform you of any additions or deletions.

A check was made with the FHWA as to the need for an environmental impact statement. A statement will be required and may be in the form of a negative declaration. Attached are several examples of approved statements along with a copy of PPM 90-1 to assist you in preparation of your statement.

Please call on us if further information or assistance is needed.

RECEIVED
STATE HWY ENGR
FEB 9 '73
REFER TO
FOR
Info | Insvs | R/D | O/R | Fin | L-A | Bits

Very truly yours,

George H. Baldwin
Administrator of Highways

By D. N. Harnett
for H. S. Cox
County and City Engineer

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

RB:mm
Att.

MEMO TO FILES
February 6, 1973

Re: TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Section
Siskiyou Blvd.
City of Ashland

Five different proposals for constructing this project were presented to the City on January 31, 1972. The City is of the opinion that the only acceptable solution to the traffic problem in this area is the complete project from Indiana Street to Walker Avenue (4 travel lanes, continuous left-turn median, curb, and sidewalks with the sidewalk on the southwesterly side to be a minimum of 8 feet and to be designated a bicycle trail). Also included would be a traffic signal at the intersection of Siskiyou Blvd. and the Green Springs Hwy.

This proposal is estimated to cost approximately $200,000. The total TOPICS funds available to the City at this time amount to approximately $106,000. The City indicated that they would not be able to finance the overrun on their own and will request that the State share the overrun on a 50/50 basis. The City also desires to explore the possibilities of some type of a deferred payment plan for their share. No action will be taken on the above until the City submits a written request.

If the State agrees to share the overrun a new City-State agreement will be necessary.

Present at the meeting were:

Members of the Ashland City Council Street Committee
Brian Almquist - Ashland City Manager
Al Alsing - Ashland Public Works Director
Glen Clark - Region 3 Traffic Engineer
Dick Unrein - OSHD, County-City Section
Dick Bladorn - " " "

The [illegible] Council
31

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
J. H. Versteeg

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

ASHLAND TOPICS

FEDERAL FUNDS ALLOCATED	$ 69,818
MATCHED (69,818 ÷ 63.5)	$ 110,000
USED (STUDY)	$ 4,000
BALANCE AVAILABLE	$ 106,000
PROJECT ESTIMATE (ORIGONAL)	$ 200,000
	- 106,000
OVERRUN	$ 94,000

CITY SHARE (ADVANCE DEPOSIT)

20% of 106,000	$ 21,200
50% of 94,000	47,000
TOTAL	$ 68,200.

ADDENDUM

ORIGONAL PROPOSAL

FULL 4-lane curbed section w/left turn refuges (70 feet curb to curb 14-13-16-13-14 + 4½ foot sidewalks) TAPER INTO EXISTING ROADWAY SOUTH OF WALKER AVE.

CONSTRUCTION	$ 134,000
Signal	20,000
ENGR. & CONT. (20%)	31,000
PE	5,000
TOTAL	200,000

FACTOR 106.000 total

ASHLAND

PROPOSAL

(#1) Full 4 lane curbed Section with left turn refuges (70 feet 14-13-16-13-14) +4½ foot Sidewalks

(Taper At side to one lane past Frances Lane)

Construction	$ 125,000
Signal	25,000
Engr. & Cont. (20%)	30,000
PE	5,000
TOTAL	$ 185,000

(City Share $60,700)

(#2) Full 4 lane curbed Section with left turn refuge to Frances Lane - taper to existing at Walker Road.

Construction	$ 102,000
Signal	25,000
Engr. & Cont. (20%)	25,000
PE	5,000
TOTAL	$ 157,000

(City Share $46,700)

(#3) Full 4 lane curbed section with left turn refuges for aggror 300 feet taper to existing at Frances Lane.

Construction	$ 48,000
Signal	25,000
Engr & Cont. (20%)	15,000
PE	5,000
TOTAL	$ 93,000

(City share $18,600)

(#5) NO curbs 14' continuous Left turn lane, 2-14' travel lanes - 8' Shoulders

Construction	$ 70,000
Signal	25,000

refuge to Frances Lane - Taper to existing at Walker Road.

Construction	$ 102,000
Signal	25,000
Engr. & Cont. (20%)	25,000
PE	5,000
TOTAL	$ 157,000

(City Share $ 46,700)

(#3) Full 4 lane curbed section with left turn refuges for approx 300 feet taper to existing at Frances Lane.

Construction	$ 48,000
Signal	25,000
Engr & Cont. (20%)	15,000
PE	5,000
TOTAL	$ 93,000

(City share $ 18,600)

(#5) NO curbs 14' continuous Left turn lane, 2-14' travel lanes - 8' Shoulders

construction	$ 70,000
Signal	25,000
Engr. & Cont. (20%)	19,000
PE	5,000
TOTAL	$ 119,000

(City share $ 27,700)

STATE COPY

Oregon State Highway Division

Federal Aid Project
No. T-5002(2)

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, January 26, 1973

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,000.00
	Total	$ 5,000.00

Length of Project - - - - - - - 0.28 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 5,000.00	$ 3,100.00	$ 950.00	$ 950.00
Retain in Program				
P.E. (PS & E Prep.)	3,000.00	1,900.00	550.00	550.00
Contract Work				
Traffic Signals	25,000.00	15,800.00	4,600.00	4,600.00
Grade & Pave	38,000.00	24,100.00	6,950.00	6,950.00
Total	$71,000.00	$44,900.00	$13,050.00	$13,050.00

Group 1 - 100%

Prefix - 15-0605

January 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. T-5002(2)
Wightman St.-Walker Ave. (Ashland) Section

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. This submission is for a partial agreement at this time covering the estimated costs of the preliminary engineering field work authorized on July 14, 1971. The project agreement estimate reflects an increase in the estimated total cost and federal funds for the project as programed as a result of an increase in expenditures for preliminary engineering field work, with the remaining preliminary engineering and construction work retained in program status pending further authorizations. Two copies of the project agreement have been signed by a highway official.

CL:ed

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

January 12, 1973

Mr. E.S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

We agree with your comments of December 1, 1972 concerning the need for connecting the proposed bike path with the one existing on Siskiyou Boulevard near the college.

We are proposing that the section from Indiana to Walker be included in the TOPICS project and will assume that obligation.

Enclosed are two base maps which note the proposed bikeway location between Walker and Tolman Creek Road.

Would you please advise us of the procedure from this point forward toward implementation.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

C.C. D. Harrell

slk

Enclosures

In reviewing this proposal
"bikeway" project it is recommended
that the TOPICS project include
an 8-foot sidewalk on the south side.
The planned 5' walk is not considered
adequate for both bicycles & pedestrians.

Capital Journal--- 12-15
Salem

Railroad crossings studied

Of the 99 street crossings of major railway lines in Salem, only 27 are signalized.

The Citizens Advisory Traffic Commission (CATC) has decided to evaluate each crossing and establish signalization priorities.

The 27 crossings are protected either with flashing warning lights or drop gates, 36 others have stop signs, and the remaining 36 only have a yellow advance railway warning sign and the familiar white crossing sign.

CATC decided to evaluate the crossings after a request from Southern Pacific Railway—which crosses 59 of the 99 streets—to close the four track Hines Street SE crossing because it isn't signalized.

State highway officials estimate that signalization at that crossing would cost around $50,000.

SP's request will be tabled until the rail crossing study is completed.

Oregon Journal---12-20
Portland

Sign ps Told The Travel formation Council this wee reduced proposed permit fees and approved new regulations for on-premise signs within 660 feet of Oregon highways. The former fee schedule range of $10-$100 was reduced to $5-$30, effective next July 1.

Oregon Statesman, Salem----------12-15

City Crossings Lack RR Signals

There are 99 street crossings of major railway lines within Salem. Less than a third of them are signalized.

The Citizens Advisory Traffic Commission (CATC) decided at its meeting Thursday to begin an evaluation of the crossings and set priorities for signalization.

OF THE 99 grade crossings, 27 are now protected by flashing warning lights or drop gates, 36 have stop signs and 36 have only an advance yellow railroad warning sign and the familiar white crossing sign. Southern Pacific Railway crosses 59 of the streets and Burlington Northern crosses 40.

CATC's decision to ... ing Center Street NE at 17th Street to provide east and west left turn lanes.

— Recommended denial of a request by Roen Typewriter, 456 Court St. NE, for a 15-minute loading zone on the south side of Court in the first parking space west of the alley between High and Liberty streets. CATC favors retaining the present 30-minute parking stall because of a shortage of on-street parking in the area.

Daily Courier --- 12-2
Grants Pass

New Laws For

12-27-72

Daily Tidings, Ashland----------11-28

DECEMBER 27, 1972

Lack of cash snags street project

706

By HASSO HERING
Tidings Staff Writer

An Ashland proposal to improve traffic safety at the junction of Highways 66 and 99 has run into a snag—not enough money.

The streets and traffic committee of the city council Monday considered the possibility of asking the state for a loan so the work could be done next year.

The project, planned under the so-called TOPICS program, calls for widening Siskiyou Boulevard (Highway 99) to four lanes plus a median strip from Wightman Street to Walker Avenue. It also includes a traffic light at the junction of Siskiyou and Ashland Street (Highway 66).

Curbs and gutters would be provided where none exist now in the vicinity of the junction.

The TOPICS program is a federally-aided program to increase traffic safety and eliminate existing traffic hazards.

The Ashland project has been in the works more than a year.

City Administrator said state highway officials, who drew the plans, estimated the project to cost about $180,000. But the city has built up local contributions that would result in a project of only about $112,000, Almquist said.

By next year, when the project is to be done, the city will have accumulated some $22,500 to cover the local share of the project costs, enough to do a $112,000 project. But Almquist noted that would be about $68,000 short of the estimated cost.

The streets and traffic committee suggested that state highway representatives be invited to talk with Ashland officials about the possibility of a state loan to cover the rest of the cost.

Almquist reported the committee also discussed the possibility of assessing property owners in the project area for the cost of curbs and gutters. No decisions have been made on that, Almquist stressed. "It's just another possibility of narrowing the gap," he said.

The project does not include traffic lights on Walker Avenue at Siskiyou or Highway 66. Lights there have been requested several times by the Walker School PTA.

Yes it does

Almquist said the city was pursuing efforts to get the lights installed at those two intersections. State Highway officials have been asked to conduct new traffic counts. Previous counts showed no lights were warranted, according to highway officials.

Almquist said he was confident that with traffic from the new Adult Student Housing complex in the vicinity, vehicle counts are now such that lights would be warranted.

In connection with the TOPICS project, the committee discussed the possibility of restricting traffic coming onto the boulevard from Indiana Street and Frances Lane to right turns only. The state will be asked for its opinion on that, Almquist said.

And he noted that if that proposal is carried out, traffic on Walker would be heavier yet, giving another boost to the request for traffic signals.

The streets and traffic committee is expected to make a full report on the TOPICS project to the council in December.

The Bulletin------ 12-5
Bend

Highway closed

Oregon's Highway Department yesterday closed the McKenzie Pass Highway (Oregon 242), which winds across the Cascade Mountains from Sisters to Highway 126 near McKenzie Bridge. Snow conditions forced the closure.

Since the route is primarily scenic, the highway department makes no effort to keep it open after heavy snows have blanketed the area. It will reopen in late spring after the snow has melted.

Last year the pass was closed Nov. 1 and reopened May 26.

Independent ----- 11-29
Woodburn

To the Editor:

I feel that we, the people, should not have to wait a year for a traffic light at Lincoln street and 99E IN Woodburn.

I also feel that it should not take deaths to get a traffic light at Lincoln street and 99E in Woodburn. Look at how many people died before crossing gates were put up.

Let's not have it happen that way to get a traffic light at Lincoln street and 99E.

For the record, Lincoln street is the

East Oregonian----12-2
Pendleton

No argument

Although studded tires do considerable damage to highways, the Oregon Highway Commission has not suggested that use of them be forbidden. Different in the state of Washington. The director of that state's highway department wants to halt the use of studded tires because, according to his estimates, they do $3.7 million damage annually to highway surfaces.

Accusing Washington Highway Department officials of "thinking with their computers instead of the hearts," the Lewiston (Idaho) Morning Tribune says, "That's a drop in the bucket in a multi-million dollar highway program. And consider what it buys: greater control of vehicles on icy highways. That means fewer accidents. Fewer accidents mean fewer deaths and fewer injuries. Taxpayers of most states would agree that $3.7 million, a fraction of a massive state budget, would be a reasonable price to reduce injuries and death on the public highways."

The Tribune won't get any argument from Oregonians who live where winter driving is made difficult by ice and snow. We don't expect that it will from the Oregon Highway Commission either. And certainly not from insurance companies.

Tri-City Herald---12-14
Pasco, Washington

Wa...

RECEIVED
DEC 1972
ENGINEERING
7918

December 21, 1972

Mr. Allen A. Alsing, P.E.
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

Thank you for your December 8 letter pertaining to the proposed bike path along the Rogue Valley Highway in Ashland.

As soon as your updated request is received, we will immediately evaluate your proposal and be in contact with you.

We appreciate your prompt reply to our previous communication and look forward to working with you on the proposed project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc : jf

bc: F. B. Klaboe
Victor D. Wolfe
J. H. Versteeg

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

December 8, 1972

Mr. E.S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Hunter:

The Ashland City Council has reviewed your suggestion of continuing the recently constructed bike path southerly to connect with the Park Street/Tolman Creek Road section presently under consideration by the Highway Division.

copy

We agree that the gap should be filled and are willing to include the section to Walker Avenue in our TOPICS project, now in the planning stages.

We will up-date our previous request as soon as the weather breaks and we are able to do the field work necessary for the preliminary design.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

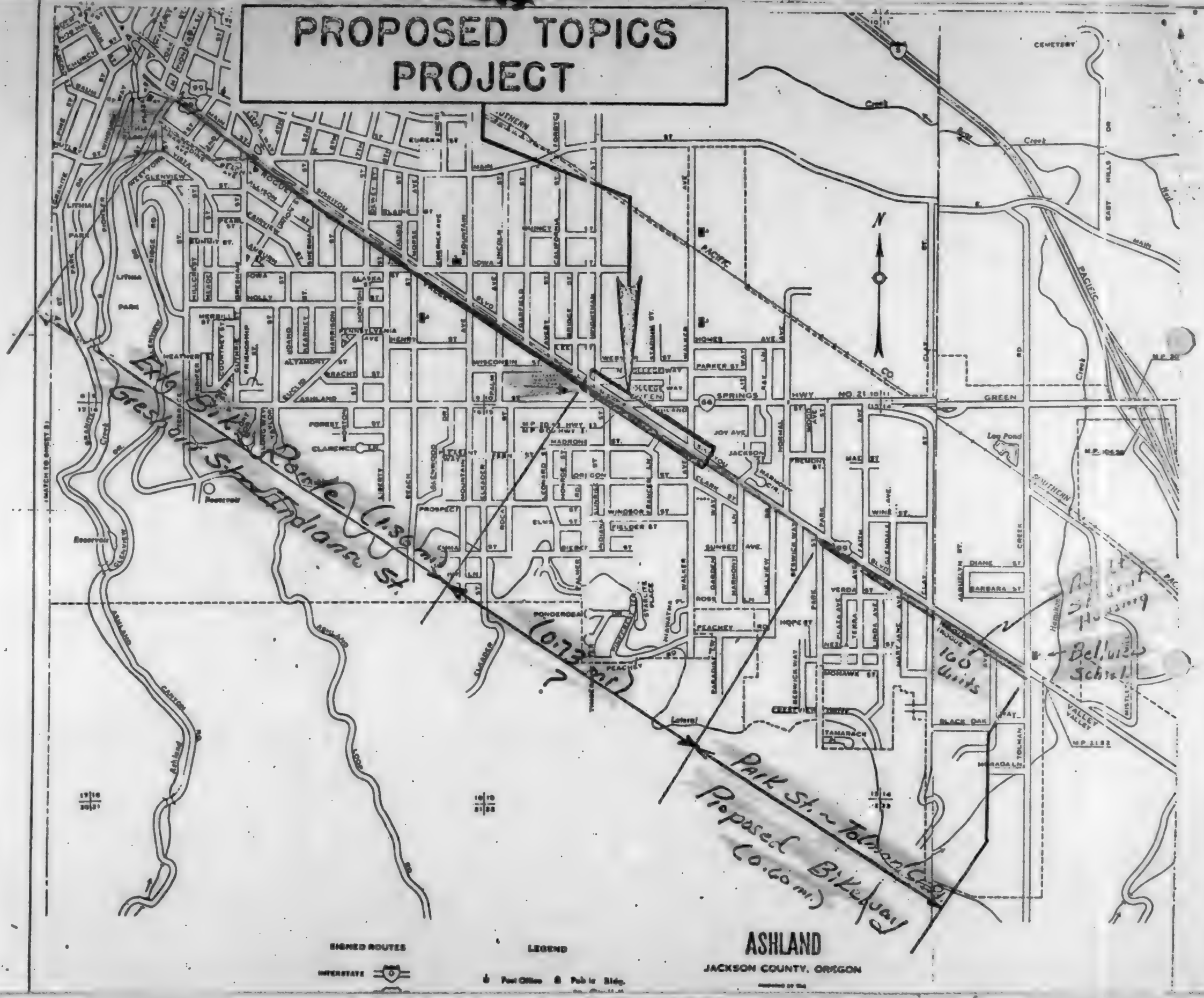
slk

RECEIVED
DEC 14 1972
LOCATION
SECTION

RECEIVED
DEC 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

work 8/2

PROPOSED TOPICS PROJECT


Existing Bike Route (Siskiyou Blvd. to Oak St.)
(0.73 mi.)
Park St. ~ Tolman Creek
Proposed Bikeway
(0.60 mi.)
Bellview School
160 Units
N
PACIFIC
SOUTHERN
Lithia Park
Lithia Park
Creek
Creek
Creek
Creek
Log Pond
CEMETERY
EAST HILLS DR
MAIN
GREEN
SPRINGS
HWY NO. 21
PARKER ST
HOWES AVE
WISCONSIN ST
PENNSYLVANIA AVE
HENRY ST
ASHLAND
FOREST ST
CLARENCE LN
MADRONE ST
WINDSOR ST
FILLMORE ST
PROSPECT
ROCA
ELMA ST
BIKEWAY
JOY AVE
JACKSON
CLARK ST
SUMMIT AVE
WINE ST
MAY ST
PARK
LEAMAN
DIANE ST
BARBARA ST
VERDA ST
HOPE ST
PEACHEY RD
MOHAWK ST
TAMARACK PL
BLACK OAK
GRAY
TOLMAN
MORADA LN
VALLEY VIEW
MP 21.92
MP 20
MP 19.58
Hamilton
Creek
Tolman Creek
Ashland
Ashland
Ashland

cc: R. L. Schroeder

Salem, Oregon
December 18, 1972

Policy Determination
TOPICS Projects on State Highways

Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

Due to the probable ending of the TOPICS Program and the desire of several cities to complete already approved projects on state highways, it has become necessary to define the State's position on cost sharing when the available TOPICS funds are depleted.

The question first came up in Tigard (September, 1971), where we agreed to split 50/50 all costs over available TOPICS funds. Later, most TOPICS agreements were reworded to state that when a project is on a state highway we will share the overage 50/50.

There are now five approved TOPICS projects, which could overrun the available funds, that have agreements worded as above. These projects are in Baker, Bend, Corvallis, Forest Grove, and Hillsboro. We have a contract on one project (Ontario) which falls into this category.

Our agreement with Ashland pre-dates the above change.

In November, 1972, a letter was written to Baker to find out if they would be able to match 50/50 the anticipated overrun on their project. They have replied in the affirmative (see attached letters).

Because of the recent discussion concerning cost sharing with Ashland, this office would like to have a confirmation of the existing policy before making any further commitments on behalf of the State.

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:mm
Att.

RECEIVED
DEC 4 - 1972
FOR FILING

7918

December 1, 1972

Mr. Paul B. Retter, Principal
Bellview Elementary School
Ashland, Oregon 97520

Dear Mr. Retter:

This is in response to your October 19 letter supporting the City of Ashland's application for construction of a bicycle/pedestrian facility along Siskiyou Boulevard.

There appears to be considerable need and purpose for establishing a facility of this type leading to the Bellview Elementary School. Before favorable action can be taken, however, it will be necessary to determine the overall plan for handling bicycle traffic along Siskiyou Boulevard. This we have requested from the City of Ashland.

Thank you for your support of this proposed facility.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JDM:jp jf

bc: George Baldwin
F. B. Klaboe
V. D. Wolfe
J. H. Versteeg

PAUL B. RETTER
Principal

STANLEY C. JOBE
Superintendent
VERNE H. SPEIRS
Assistant Superintendent

BELLVIEW ELEMENTARY SCHOOL

ASHLAND, OREGON, 97520

October 19, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon

Dear Mr. Baldwin:

I understand that the City of Ashland is applying for funds to build a bicycle-pedestrian path along Highway 99 (also known as Siskiyou Boulevard) and leading to Bellview School from the northwest along this Highway.

The parents and teachers of Bellview School are deeply concerned for the safety of a large number of children who must travel along this Highway to and from school and hope that favorable action can be taken on this application.

Respectfully,

Paul B Retter

Paul B. Retter, Principal

PBR:gc

RECEIVED
OCT 25 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Home of the Oregon Shakespearean Festival

RECEIVED
DEC 4 - 1972
FOR FILING

7918

December 1, 1972

Mrs. William R. Leybold, Secretary
Bellview School Parent Teacher Association
960 Bellview Avenue
Ashland, Oregon 97520

Dear Mrs. Leybold:

Thank you for your October 20 letter supporting the City of Ashland's bicycle/pedestrian path along Siskiyou Boulevard. We agree that a safe facility is needed in this area.

We are concerned that construction of a proposed bicycle/pedestrian segment along the highway might create hazardous highway crossings by bicycles traveling from this area to downtown Ashland. Before favorable action can be taken on this proposal, additional information on an overall plan for handling bicycle traffic along Siskiyou Boulevard is needed. We have requested this from the City of Ashland.

Your support in this proposed facility is appreciated.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JDM:jp jf

bc: George Baldwin
F. B. Klaboe
V. D. Wolfe
J. H. Versteeg

960 Bellview Avenue
Ashland, Oregon 97520
October 20, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Although it may be unorthodox, the Bellview Parent Teacher Association wishes to include its plea that you consider the City of Ashland's proposed plan for a bicycle/walkway with top priority. Our request for your aid is due to our concern for the safety of the children who have to walk this route (Siskiyou Boulevard) to school.

City and school officials, PTA representatives and property owners have struggled with all possible measures in a concerted effort to establish a feasible, safe route for these children. The problem is compounded by (1) the construction of a student housing development which imposes an extremely heavy traffic danger at crucial hours and (2) whose inadequate parking facilities force vehicles to use the shoulders of the highway so that children are forced to walk in the mainstream of 45 mph traffic! (3) Our odd street structure prohibits an alternate thoroughfare and (4) the topography makes sidewalk construction much too costly for relatively few property owners.

A bicycle/walkway along Siskiyou Boulevard is the only reasonable measure assuring the safety of our children and hurdling the obstacles pointed out above. It would also offer a side benefit to the numerous cyclists and joggers who favor this route because of its scenic, rural atmosphere and its accessibility to recreation areas.

The PTA recognizes that you are surely bound by many regulations which must govern your decisions but it hopes you realize the danger that exists on this highway for our school children and that you will make every effort to take prompt and appropriate action in their behalf.

Respectfully submitted as directed by the

Bellview School Parent Teacher Association

Mrs. William R. Leybold

Mrs. William R. Leybold (secretary)

RECEIVED
OCT 25, 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
DEC 4 - 1972
FOR FILING

7948

December 1, 1972

Mr. Allen A. Alsing, P.E.
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

Your request for consideration to construct a bicycle/pedestrian facility along the Rogue Valley Highway in Ashland has been reviewed by our Bicycle Coordinator James McClure.

This proposed route has considerable merit and purpose for providing a safe facility for school children attending the Bellview Elementary School. However, we are concerned how this segment will connect to the previously constructed Gresham Street-Indiana Street bikeway section. To provide continuity, it is imperative that a bikeway be included as part of the Wightman Street-Walker Avenue TOPICS project and a plan developed for the segment from Walker Road to Park Street.

If you could furnish additional information regarding your plans for developing a continuous bikeway facility, as shown on the attached sketch map, a favorable recommendation for construction of your proposal would be made together with consideration to construct the segment between Walker Road and Park Street.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
JDM:jp jf

bc: George Baldwin
F. B. Klaboe
V. D. Wolfe
J. H. Versteeg
H. S. Cox

bc: R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
J. H. Versteeg

Mr. Allen A. Alsing
-2-
November 9, 1972

November 9, 1972

Mr. Allen A. Alsing
Public Works Director
City Hall
Ashland, Oregon 97520

Re: TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Sect.
Siskiyou Blvd.

Dear Mr. Alsing:

This letter will serve to confirm our telephone conversation and to respond to your letter of October 20, 1972.

Federal TOPICS funds have been allocated for the 1970, 1971, 1972, and 1973 fiscal years. The State has three years in which to obligate these funds with the Federal Highway Administration. On a state-wide basis all of the 1970 and 1971, and most of the 1972 funds, have been obligated. At the present time it does not appear likely that the State will lose any Federal TOPICS funds (having until July, 1976 to obligate the 1973 funds); therefore, all of your present funds are secure and you are in no danger of losing any of them.

Our Design Section has investigated the feasibility of a partial project which would stay within existing funds. Such a project would include a traffic signal at Siskiyou Blvd. and Ashland Street with a four-lane curbed section extending approximately to Francis Lane. However, it is estimated that by doing this project in two short sections the overall cost would increase by approximately one-third. Also, it is felt that due to the topography a partial project would not be acceptable. Therefore, it is our recommendation that no work be done on this section until such time as a complete project can be financed.

If you concur we will remove this project from our present schedule and place it in the "Later" category. When the financing problem is resolved the project may again be returned to the schedule.

Topics typical sec.
4-12' Lanes
4' med.
2' shlds
} 68' street
w 5' walks

100' ± R/w

ENGR. ✓ COUN. ✓ OE ✓ RE ✓ UE ✓
UPE ✓ CE ✓ R ✓

If you so desire, I would be most happy to meet with you and your council to discuss available financing. However, it is anticipated that Congress will not act on a New Highway Bill until early spring, so the information we now have is mostly speculation.

We will inform you immediately of any changes in the present situation.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN
H. S. Cox
County and City Engineer

RB:ljt

Allen A. [illegible], P.E.
Director of Public Works

BUR. BOR. OE
OPE CE

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

October 20, 1972

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Attention: Mr. Richard Bladorn

Dear Mr. Bladorn:

This letter is in regard to the TOPICS project on Siskiyou Boulevard in Ashland to which we have given top priority on our list of projects.

We realize that TOPICS funding is presently in question, but were wondering whether there are funds available to perhaps do a portion of the project before the end of the program. If this is possible, could we begin a re-design of the project, for instance, to Francis Lane rather than Walker Avenue?

We would be pleased to receive your comments concerning this possibility.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk
10-31-72

CC: F.E. TERPIN

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

Phoned Al Alsing - Told him we would see How far $100,000 would go and then would contact him for approval or disapproval.

B.

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

RECEIVED
STATE HWY ENGR
OCT 25 72
REFER TO
FOR
1ST 2ND DIR CHRN

October 19, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, OR 97310

Dear Mr. Baldwin:

Enclosed is a plan proposing a walkway/bicycle path along a portion of Highway 99 south of Ashland.

This roadway is a State highway and carries considerable traffic southerly from downtown Ashland and Southern Oregon College. Traffic has also increased recently due to completion of a 160 unit married student apartment complex directly on the highway at Clay Street.

Parents in the area have been concerned for some time that children attending Bellview School must walk along the shoulder of this highway going to and from classes. Since this highway is posted at 40 MPH speed limit and the children are ages five through 12, we feel that the danger is real and that the best solution would be a path off the shoulder as far as the topography will allow.

We have chosen the south side of the highway for the bike path so that it can eventually connect to the path along Siskiyou Boulevard southerly from the downtown area.

Because this is a State highway, we would like to present this plan to you for comment concerning both design and funding. It is our understanding that such a project might be eligible for construction by State funds.

We would be pleased to receive your comments concerning this proposal.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

RECEIVED
OCT 26 1
LOCATION
SECTION

slk

Enclosures

RECEIVED
OCT 25 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

ESTIMATE OF COST

BIKE PATH/WALKWAY - HIGHWAY 99 - PARK STREET TO TOLMAN CREEK ROAD

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
1. General Excavation	Cu. Yd.	600	$ 5.00	$ 3,000.00
2. Class "B" Asphaltic Concrete 3-1/2'	Sq. Yd.	1980	3.00	5,940.00
3. 8" Storm Sewer Pipe	Lin. Ft.	50	3.60	180.00
4. Relocate Sign	Each	1	25.00	25.00
5. Clearing	All	Lump Sum	250.00	250.00
6. Signing - Total Length 2,975'	All	Lump Sum	200.00	200.00
7. Engineering and Contg. 20%				$ 9,595.00 1,919.00
				$11,514.00

PROPOSED TOPICS PROJECT

Exit Bike Route (1.36 mi.)
Siskiyou St.

(0.73 mi.)

Park St. to Tolman Creek
Proposed Bikeway
(0.5 mi.)

Adult Student Housing

Pedestrian School

No Outlets

ASHLAND
JACKSON COUNTY, OREGON

SIGNED ROUTES
INTERSTATE
U.S.

LEGEND
Post Office
Public Bldg.
cv - City Hall

T

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

November 29, 1972

Mr. Richard Bladorn
Urban Program Engineer
Department of Transportation
405 State Highway Building
Salem, OR 97310

Dear Mr. Bladorn:

Thank you for the information which you sent to us concerning our proposed TOPICS project on Siskiyou Boulevard near Greensprings Highway.

The City Council is still considering the various alternatives and is generally favorable to getting something started in the near future. Would it be possible for you or a member of your staff to meet with the Council to discuss various alternatives?

One specific question which will be raised is whether the City could pay its matching funds over a period of time. Other questions will probably relate to the possibility of doing a portion of the job now and the rest at a later date, such as we discussed in our recent telephone conversation.

I believe the Council could meet with you at your convenience, but would prefer either an afternoon or evening meeting.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk

RECEIVED
COUNTY & CITY SECTION
NOV 30 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ HC
☐ HPE ☐ CE ☐ RE ☐ RPE ☐

12-15-72
Phoned Al and told him we are discussing alternatives and that I would contact him after the first of the year.

bc: R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
J. H. Versteeg

OREGON STATE HIGHWAY DIVISION

7948

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 9, 1972

Mr. Allen A. Alsing
Public Works Director
City Hall
Ashland, Oregon 97520

Re: TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Sect.
Siskiyou Blvd.

Dear Mr. Alsing:

This letter will serve to confirm our telephone conversation and to respond to your letter of October 20, 1972.

Federal TOPICS funds have been allocated for the 1970, 1971, 1972, and 1973 fiscal years. The State has three years in which to obligate these funds with the Federal Highway Administration. On a state-wide basis all of the 1970 and 1971, and most of the 1972 funds, have been obligated. At the present time it does not appear likely that the State will lose any Federal TOPICS funds (having until July, 1976 to obligate the 1973 funds); therefore, all of your present funds are secure and you are in no danger of losing any of them.

Our Design Section has investigated the feasibility of a partial project which would stay within existing funds. Such a project would include a traffic signal at Siskiyou Blvd. and Ashland Street with a four-lane curbed section extending approximately to Francis Lane. However, it is estimated that by doing this project in two short sections the overall cost would increase by approximately one-third. Also, it is felt that due to the topography a partial project would not be acceptable. Therefore, it is our recommendation that no work be done on this section until such time as a complete project can be financed.

If you concur we will remove this project from our present schedule and place it in the "Later" category. When the financing problem is resolved the project may again be returned to the schedule.

NOTED
R. L. SCHROEDER

If you so desire, I would be most happy to meet with you and your council to discuss available financing. However, it is anticipated that Congress will not act on a New Highway Bill until early spring, so the information we now have is mostly speculation.

We will inform you immediately of any changes in the present situation.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

RECEIVED
NOV 9 1972
Office of
Assistant State Highway Engineer

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

October 20, 1972

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Attention: Mr. Richard Bladorn

Dear Mr. Bladorn:

This letter is in regard to the TOPICS project on Siskiyou Boulevard in Ashland to which we have given top priority on our list of projects.

We realize that TOPICS funding is presently in question, but were wondering whether there are funds available to perhaps do a portion of the project before the end of the program. If this is possible, could we begin a re-design of the project, for instance, to Francis Lane rather than Walker Avenue?

We would be pleased to receive your comments concerning this possibility.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk
10-31-72

CC: F.E. TERPIN

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
ENGR. COOR. OE RE VE
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Phoned Al Alsing - Told him we would see How far $100,000 ± would go and then would contact him for approval or disapproval.

B.

cy Kathleen 9-19
T/FAIL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

REFERRED TO
Unreim
BY ASST. STATE HWY. ENGR.

SEP 13 1972

IN REPLY REFER TO:
HTO-11

9-19-72
Hunter-Schwendeman

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in reply to your communication of August 1 to the Department of Housing and Urban Development, which enclosed a letter from Mr. Brian L. Almquist, City Administrator of Ashland, Oregon, concerning the TOPICS program. Your inquiry was forwarded by Mr. Joseph Westner, Senior Assistant for Congressional Relations, to the Department of Transportation for reply.

Mr. Almquist is correct in stating that TOPICS would no longer be a discretely funded Federal-aid program under the proposals which have been submitted to date for consideration as part of the 1972 Highway Act. The changes proposed by this Administration for the 1972 Act provide for the establishment of a single urban fund for cities of over 50,000 population, and for a rural fund to finance highway improvements outside a State's urbanized areas. Separate allocations would continue to be made to cover the cost of completing the designated Federal-aid Interstate system. While the total amount of funding for Federal-aid highways in each State is not expected to be changed significantly under this concept, each project, including TOPICS types of improvements, would have to compete with all the other proposed highway projects on an equal basis. We believe that TOPICS types of improvements would continue to demand a substantial portion of each State's allocation in the future, due to the demonstrated need for traffic operational improvements and due to their high cost effectiveness.

Other proposals for the 1972 Highway Act also would eliminate TOPICS as a discrete program. However, in all cases the concept of TOPICS can still be adhered to, and we would expect this valuable program to continue. HOW?

We hope that this information will be satisfactory and enable you to reply to your constituent. We have received a similar inquiry from Honorable John Dellenback, Representative of Oregon, and have furnished him the same information.

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COUNTY & CITY SECTION
SEP 20 1972

RECEIVED
STATE HWY ENGR
SEP 19 '72
REFER TO
FOR
Info
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Act
File

RECEIVED
SEP 18 1972
OREGON DIVISION

Sincerely yours,

M. F. Maloney

M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D.C. 20410

August 17, 1972

OFFICE OF THE SECRETARY

IN REPLY REFER TO:

Honorable Mark O. Hatfield
United States Senate
Washington, D. C. 20510

Dear Senator Hatfield:

Subject: Brian L. Almquist
City Administrator
City Hall
Ashland, Oregon

This is in response to your inquiry on behalf of Mr. Brian L. Almquist.

I have referred your correspondence to the Department of Transportation for reply. I am sure you will be hearing from them shortly.

If I can be of further assistance, please do not hesitate to contact me.

Sincerely yours,

Joseph Westner
Senior Assistant for
Congressional Relations

cc: Department of Transportation

CHARLES H. MILLER
JAMES L. ROBINSON
ROLAND McCANNON
FRED C. ROBERTS
WILLIAM P. NORLE
AUDREY H. SODERBERG
ALFRED W. STATTLER
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

July 24, 1972

The Honorable Mark O. Hatfield
United States Senate
Senate Office Building
Washington, D. C. 20510

Re: TOPICS Funding

Dear Senator Hatfield:

In 1971, the legislature deleted more than one-half of the funding of the TOPICS program, in order to finance the new Urban System program for cities over 50,000 population. It has now been proposed that no further TOPICS funds be allocated to cities under 50,000.

We at the City of Ashland wish to protest this lack of good faith by the Federal government in providing continuity for local programs. It seems it is always the small cities that suffer, and that most federal monies are being pumped into the large urban centers. We have already spent a considerable amount of money to develop a comprehensive plan for the implementation of our TOPICS program. We have also been accumulating our modest allocation to begin our first project, only to be faced with having the proverbial rug pulled out from under us.

If this proposal is approved, only three Oregon cities will qualify for TOPICS funds, to the detrement of the smaller cities, who so desperately need help for projects which now qualify under the TOPICS program. I will not bore you with a list of our projects--suffice it to say they are critical traffic safety needs in our City.

I cannot urge you too strongly enough to defeat this insensitive proposal and support the continuation of the present program.

Sincerely,

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

AUG 9 - 1972

IN REPLY REFER TO:
HTO-11

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

Dear Mr. Wyatt:

Your communication of July 28 to Secretary John A. Volpe, which enclosed a letter dated July 24 from Mr. Brian L. Almquist, City Administrator of Ashland, Oregon, concerning the allocation of TOPICS funds under the proposed 1972 Highway Act, has been referred to this office for reply.

Mr. Almquist is correct in stating that TOPICS would no longer be a discretely funded Federal-aid program under the proposals which have been submitted to date for consideration as part of the 1972 Highway Act. The changes proposed by the Federal Highway Administration for the 1972 Act provide for the establishment of a single urban fund for cities of over 50,000 population, and for a rural fund to finance highway improvements outside a State's urbanized areas. Separate allocations would continue to be made to cover the cost of completing the designated Federal-aid Interstate System. While the total amount of funding for Federal-aid highways in each State is not expected to be changed significantly under this concept, each project, including TOPICS types of improvements, would have to compete with all the other proposed highway projects on an equal basis. We believe that TOPICS types of improvements would continue to demand a substantial portion of each State's allocation in the future, due to the demonstrated need for traffic operational improvements and due to their high cost effectiveness.

Other proposals for the 1972 Highway Act also would eliminate TOPICS as a discrete program. However, in all cases the concept of TOPICS can still be adhered to, and we would expect this valuable program to continue.

We hope that this information will be satisfactory and enable you to reply to your constituent.

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

M. F. Maloney

M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

RECEIVED
COUNTY & CITY SECTION
AUG 22 1972
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Enclosure:
Transmitted Correspondence

NOTED
TOM EDWARDS

8-21-72

CHARLES H. McKEEN M.
JAMES L. CONKLIN Council
ROLAND McCANNON Council
FRED C. ROBERTS Council
WILLIAM P. ROBLE Council
AUDREY H. SODERBERG Councilwo
ALFRED WILLSTATTER Council
BRIAN L. ALMQUIST City Administ

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

July 24, 1972

The Honorable Wendell Wyatt
House of Representatives
House Office Building
Washington, D. C. 20515

Re: TOPICS Funding

Dear Representative Wyatt:

In 1971, the legislature deleted more than one-half of the funding of the TOPICS program, in order to finance the new Urban System program for cities over 50,000 population. It has now been proposed that no further TOPICS funds be allocated to cities under 50,000.

We at the City of Ashland wish to protest this lack of good faith by the Federal government in providing continuity for local programs. It seems it is always the small cities that suffer, and that most federal monies are being pumped into the large urban centers. We have already spent a considerable amount of money to develop a comprehensive plan for the implementation of our TOPICS program. We have also been accumulating our modest allocation to begin our first project, only to be faced with having the proverbial rug pulled out from under us.

If this proposal is approved, only three Oregon cities will qualify for TOPICS funds to the detrement of the smaller cities, who so desperately need help for projects which now qualify under the TOPICS program. I will not bore you with a list of our projects--suffice it to say they are critical traffic safety needs in our City.

I cannot urge you too strongly to defeat this insensitive proposal and to support continuation of the present program.

Sincerely,

Brian L. Almquist
City Administrator

BLA/nck

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

AUG 9 - 1972

IN REPLY REFER TO:
HTO-11

Honorable John Dellenback
House of Representatives
Washington, D.C. 20515

Dear Mr. Dellenback:

Your communication of August 1 to Congressional Liaison, Federal Highway Administration, which enclosed a letter dated July 25 from Mr. Brian L. Almquist, City Administrator of Ashland, Oregon, concerning the allocation of TOPICS funds under the proposed 1972 Highway Act, has been referred to this office for reply.

Mr. Almquist is correct in stating that TOPICS would no longer be a discretely funded Federal-aid program under the proposals which have been submitted to date for consideration as part of the 1972 Highway Act. The changes proposed by this Administration for the 1972 Act provide for the establishment of a single urban fund for cities of over 50,000 population, and for a rural fund to finance highway improvements outside a State's urbanized areas. Separate allocations would continue to be made to cover the cost of completing the designated Federal-aid Interstate System. While the total amount of funding for Federal-aid highways in each State is not expected to be changed significantly under this concept, each project, including TOPICS types of improvements, would have to compete with all the other proposed highway projects on an equal basis. We believe that TOPICS types of improvements would continue to demand a substantial portion of each State's allocation in the future, due to the demonstrated need for traffic operational improvements and due to their high cost effectiveness.

Other proposals for the 1972 Highway Act also would eliminate TOPICS as a discrete program. However, in all cases the concept of TOPICS can still be adhered to, and we would expect this valuable program to continue.

We hope that this information will be satisfactory and enable you to reply to your constituent.

Sincerely yours,

M. F. Maloney

M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

JAMES L. CONKLIN Mayor
ROLAND McCANNON Councilman
FRED C. ROBERTS Councilman
WILLIAM P. ROBLE Councilman
AUDREY H. SODERBERG Councilwoman
ALFRED WILLSTATTER Councilman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

July 25, 1972

JUL 28 1972
JOHN DELLENBACK

The Honorable John Dellenback
House of Representatives
Longworth House Office Building,
Room 1214
Washington, D. C. 20515

Re: TOPICS Funding

Dear Mr. Dellenback:

In 1971, the legislature deleted more than one-half of the funding of the TOPICS program, in order to finance the new Urban System program for cities over 50,000 population. It has now been proposed that no further TOPICS funds be allocated to cities under 50,000.

We at the City of Ashland wish to protest this lack of good faith by the Federal government in providing continuity for local programs. It seems it is always the small cities that suffer, and that most Federal monies are being pumped into the large urban centers. We have already spent a considerable amount of money to develop a comprehensive plan for the implementation of our TOPICS program. We have also been accumulating our modest allocation to begin our first project, only to be placed in the position of having the proverbial rug pulled out from under us.

If this proposal is approved, only three Oregon cities will qualify for TOPICS funds to the detrement of the smaller cities, who desperately need help for Projects which now qualify under the TOPICS program. I will not bore you with a list of our projects--suffice it to say they are critical traffic safety needs in our City.

I cannot urge you too strongly enough to defeat this insensitive proposal and to support the continuation of the present program.

Sincerely,

CITY OF ASHLAND

Brian L. Almquist
City Administrator

BLA/nck

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

July 17, 1972

OFFICE OF THE MAYOR

RECEIVED
JUL 20 1972
JOHN DELLENBACK

Honorable John Dellenback
U.S. Representative
House Office Building
Washington D.C. 20515

Dear Representative Dellenback:

It has come to our attention that the TOPICS Program is not only being cut from 200 million dollars to 100 million dollars per year but that the 100 million dollars will be allocated to the Urban System Program.

We feel this to be an unwarranted action not only because of the money being spent to study our traffic safety needs would be wasted without funds to make the improvements, but also because it would eliminate small cities and their citizenry from this program. Cottage Grove has a number of traffic hazards that could be eliminated or at least reduced if Federal Topics Assistance would continue as it has been our impression it would.

We have made an honest effort and spent a great deal of time to comply with the TOPICS guidelines and would not like to see our efforts wasted. The TOPICS Program could be a very important program for traffic safety improvements in Cottage Grove.

Sincerely yours,

James R. Shirley

James R. Shirley
Mayor

JRS:gm

cc: Dick Bladhorn, O.S.H.D.
Don Jones, League of Oregon Cities
Gordon Wyatt
Dave Hodges

ENGR. COOR. OE AE UE
U CE RE RPE

April 14, 1972

Mr. Allen A. Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

Per your request the TOPICS project on Siskiyou Blvd. has been rescheduled for November 30, 1972.

Also, in answer to your question concerning the City's TOPICS funds, no action is necessary at this time to protect these funds. You will be advised well in advance if any problem arises.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

RECEIVED
COUNTY & CITY SECTION
APR 13 1972
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☑ UPE ☑ CE ☐ RE ☐ PPE ☐

City of Ashland

ASHLAND, OREGON
97520

CITY HALL
503-482-3211

April 12, 1972

Mr. Richard Bladorn
Urban Program Engineer
Department of Transportation
405 State Highway Building
Salem, OR 97310

Dear Mr. Bladorn,

It is our recollection that prior to July 1, 1971, the City of Ashland was required to pass a resolution committing funds to a TOPICS project. We further recollect that this was necessary in order to protect allocated funds from reverting to other cities.

Would you please advise us as to any action necessary at this time to further protect Ashland's funds?

Your comments will be appreciated.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk

cc Brian Almquist

T

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

RECEIVED
COUNTY & CITY SECTION
APR 13 1972
ENGR. COOR. OE RE PE
UPE CE RE PPE

City of Ashland

ASHLAND, OREGON
97520

April 12, 1972

Mr. Richard Bladorn
Urban Program Engineer
Department of Transportation
405 State Highway Building
Salem, OR 97310

Dear Mr. Bladorn,

The City of Ashland Council recently discussed the financing of the proposed TOPICS project on Siskiyou Boulevard and agreed with the staff that since the estimated cost is substantially above available funds, that it would be better to delay action for a short time in order to see what funds might be forthcoming from the new Highway bill.

This being the case, would you please move our proposed construction date back to somewhere near November? This would give us time to evaluate the project when further information becomes available.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk

4-13-72 Scheduled for November 30, 1972

CC: R.L. Schroeder
F.L. Hall
L.E. George
L.H. Young
J.H. Versteeg

MEMO TO FILES
March 31, 1972

RE: SCHEDULE CHANGES

	Reschedule to:
Wightman Street-Walker Road (Ashland) Section Siskiyou Boulevard (money problems)	Nov. 30, 1972
4th Street-Estes Avenue (~~La Grande~~ Baker) Section La Grande-Baker and Baker-Unity Highways (field survey not in)	June 29, 1972
Garfield Street-High Street (Eugene) Section 6th Avenue-7th Avenue Couplet (field survey not in)	June 29, 1972
TV Highway @ Minter Bridge Road City of Hillsboro (field redesign work)	Sept. 28, 1972
Oregon Street-11th Street (Klamath Falls) Section Upham Street (city request)	August 31, 1972
Newmark Street-South City Limits (North Bend) Section Broadway Street (right-of-way problems)	May 25, 1972
Cherry Heights Road-Wright Street (The Dalles) Section West Tenth Street (money problems)	April 26, 1973

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County-City Section

RB:mm

Dick
How about all the balance of TOPICS? (AT OR B)

cc: R. L. Schroeder
F. L. Hall
F. L. Terpin
C. G. Swenson
L. E. George
L. H. Young
B. L. Gifford
R. N. Chase
L. W. Rulien
J. H. Versteeg
J. F. Putnam
W. E. Schwartz

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3-15-72

SISKIYOU BLVD ASHLAND 3-15-72

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FEB 22 1972

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

February 17, 1972

7948

To: Mr. Victor D. Wolfe
Locating Engineer
BUILDING

Attn: Mr. P. L. Carstensen

SUBJECT: TOPICS Project T-5002(2)
Wightman St.-Walker Ave. Section
Siskiyou Blvd.
City of Ashland

Attached is the survey data for the subject project. This data has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission except for the concrete median islands. Attached is a letter from the State to the City setting forth the objections to these islands.

The preliminary estimate of cost is considerably higher than the City's available TOPICS funds. Since the City is required to pay all costs exceeding their available TOPICS funds it is necessary that this project be revised to provide a design which will not exceed $110,000.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: R. L. Schroeder
L. H. Young
L. E. George
J. H. Versteeg

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 8, 1972

To: Mr. Victor D. Wolfe
Location Engineer

SUBJECT: Temporary Protective and Directional Measures for Traffic
Wightman St.-Walker Ave. Sec.
Ashland Topics
Rogue Valley Highway
Jackson County

The attached sign summary lists suggested signing that may be required to handle traffic during construction of the above project. The grading portion of this project consists of excavation adjacent to the edge of the existing travelway which will leave a minimum of 22 feet to carry two lanes of traffic which should be sufficient.

The cost of providing the temporary protective and directional measures is $2940.

M. G. Havig

M. G. HAVIG
Engineer-Designer

MGH/cw
Attach.

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Wightman St.-Walker Ave. Sec.

Ashland Topics — Rogue Valley Highway

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

	ITEM					QUANTITY	UNIT COST	AMOUNT
1	Contractor Identification					2	$175	$ 350
2	Construction Identification					2	200	400
3	"SLOW" with Flasher					4	200	800
4	"ROAD CONSTRUCTION AHEAD"					3	100	300
5	"BE PREPARED TO STOP"					2	100	200
6	"FLAGMAN 500 FT."					2	100	200
7	"ABRUPT EDGE"					5	100	500
8	24 Inch Traffic Cones					20	2	40
9	Portable Barricade					L.S.		150
10								
11					Total			$2,940
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SP*1705-134

OREGON STATE HIGHWAY DIVISION

WIGHTMAN STREET - WALKER AVENUE SECTION
(ASHLAND TOPICS)
ROGUE VALLEY HIGHWAY
JACKSON COUNTY
JANUARY, 1972

ESTIMATE OF COST

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL AMOUNT
1. Temp. Protection & Direct. of Traffic	All	All	Lump Sum ..	
2. General Excavation, Unclassified	All	All	Lump Sum ..	$17,400.00
3. Trench Excavation	Cu Yd	460	$6.00	2,760.00
4. Plant-Mix Bitum. Base 4" Thick	Sq Yd	9,300	2.65	24,645.00
5. Coarse Aggregate Base 13" Thick	Sq Yd	10,000	3.10	30,100.00
6. Class "B" Asph. Concrete - 4" Thick	Sq Yd	14,000	2.75	38,500.00
7. 4' Concrete Retaining Wall, Type "A"	Cu Yd	8	148.00	1,184.00
8. 8-inch Sewer Pipe	Lin Ft	58	3.50	203.00
9. 10-inch Sewer Pipe	Lin Ft	240	4.30	1,032.00
10. 12-inch Sewer Pipe	Lin Ft	405	5.00	2,030.00
11. 15-inch Sewer Pipe	Lin Ft	410	6.00	2,460.00
12. 8-inch Perforated Drain Pipe	Lin Ft	270	3.30	891.00
13. Special Filter Mat'l In Drains	Cu Yd	96	7.50	720.00
14. Extra For Pipe Under Pavement	Lin Ft	76	10.00	760.00
15. Concrete Inlet, Type CG-1	One	10	200.00	2,000.00
16. Concrete Inlet, Type G-2MA	One	1	325.00	325.00
17. Concrete Manhole	One	1	350.00	350.00
18. Concrete Sidewalk - 4" Thick	Sq Yd	820	7.00	5,670.00
19. Type "A" Curb	Lin Ft	3,100	3.35	10,385.00
20. Asphaltic Concrete Driveway	Sq Yd	1,530	3.00	4,590.00
21. Adjust Manhole	One	6	150.00	900.00
22. Adjust Inlet	One	1	75.00	75.00
23. Special Inlet Grate	One	1	75.00	75.00
24. Signing	All		Lump Sum..	
		Total Contract Bid Items		$147,055.00
		+ Engineering and Contingencies (20%)		29,411.00
		SUBTOTAL		$176,466.00
Additional Anticipated Items				
Flagging	All	All	Lump Sum	2,500.00
Asphaltic Conc. Slope Surfacing	Sq Yd	480	1.50	720.00
Reconnect Existing Drains	All	All	Lump Sum	500.00
		GRAND TOTAL		$180,186.00

OREGON STATE HIGHWAY DIVISION

WIGHTMAN STREET - WALKER AVENUE SECTION
(ASHLAND TOPICS)
ROGUE VALLEY HIGHWAY
JACKSON COUNTY
JANUARY, 1972

QUANTITY SUMMARY

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY
1. Temp. Prot. & Direct. of Traffic	All	All	-	All
2. General Excavation, Unclassified	All	All	-	All
3. Trench Excavation	Cu Yd	422	38	460
4. Plant-Mix Bitum. Base-4" Thick	Sq Yd	8,439	861	9,300
5. Coarse Aggregate Base-13" Thick	Sq Yd	9,138	862	10,000
6. Class "B" Asph. Conc - 4" Thick	Sq Yd	12,806	1,194	14,000
7. 4'- Conc. Ret. Wall, Type "A"	Cu Yd	7	1	8
8. 8-inch Sewer Pipe	Lin Ft.	52	6	58
9. 10-inch Sewer Pipe	Lin Ft	216	24	240
10. 12-inch Sewer Pipe	Lin Ft	369	37	406
11. 15-inch Sewer Pipe	Lin Ft	374	36	410
12. 8-inch Perf. Drain Pipe	Lin Ft	250	20	270
13. Special Filter Mat'l In Drains	Cu Yd	88	8	96
14. Extra For Pipe Under Pavement	Lin Ft	69	7	76
15. Concrete Inlet, Type CG-1	One	9	1	10
16. Concrete Inlet, Type G-2MA	One	1	-	1
17. Concrete Manhole	One	1	-	1
18. Concrete Sidewalk - 4" Thick	Sq Yd	742	78	820
19. Type "A" Curb	Lin Ft	2,861	249	3,100
20. Asphaltic Conc. Driveways	Sq Yd	1,392	138	1,530
21. Adjust Manhole	One	5	1	6
22. Adjust Inlet	One	1	-	1
23. Special Inlet Grate	One	1	-	1
24. Signing	All	All	-	All

OREGON STATE HIGHWAY DIVISION
WIGHTMAN STREET - WALKER AVENUE SECTION
ASHLAND TOPICS
ROGUE VALLEY HIGHWAY (SISKIYOU BOULEVARD)
JACKSON COUNTY
FEBRUARY, 1972

REPORT OF SURVEY

The purpose of this survey was to secure adequate field information to prepare location map and profile, provide estimate of cost and justification to grade, surface, curb, drain and other pertinate construction items required to widen the existing facility between Green Springs Highway and Walker Avenue to four lanes. Also to show future revamping of traffic islands and streets between Bridge Street and Green Springs Highway.

The northerly terminus of the proposed construction project is at the junction of Green Springs Highway and Rogue Valley Highway at M.P. 20.63. The southerly terminus is at M.P. 20.92 just south of Walker Avenue. The overall length of the project is 0.29 miles all within the City of Ashland.

The location work was started January 3, 1972 when the field crew established the center of Rogue Valley Highway from monuments and survey work done on the Green Springs Highway location project. The center line was extended back to Bridge Street and ahead to 400 feet south of Walker Avenue. Topography and elevation information was obtained to secure enough data to show future work as well as immediate proposed construction. The highway R/W through this project 50 feet each side of center line or 100 feet total. Refer to Drawing No. 5B-23-24 Ashland-Siskiyou, Pacific Highway, September, 1939.

Several meetings were held with Ashland City Officials regarding this project, median treatment, and driveways. The City of Ashland has requested raised median islands with center lighting. This matter is under consideration and further information can be obtained from Glen Clark, Regional Traffic Engineer. Also see correspondence included in this folder.

Utilities involved in the widening are: gas, California Pacific Utility Co; telephone, Pacific Northwest Bell; electric, water and sewer, City of Ashland. The utilities requiring adjustment by others are shown on the Utility Map and List.

There will be some problems in reconstructing existing driveways after widening due to the sloping terrain. However after discussing this problem with the various property owners on this project whose entrances are effected, the solution would be to extend the driveways beyond the R/W where required and the owner furnishing the State of Oregon written permission to enter property.

The typical section planned for the main roadway is a 70 foot curb to curb section, with two (2) 24 foot travel lanes and a 16 foot median with 2 foot (curb) and 1 foot (median) shy distance on each side.

The base design obtained from Salem Geology Unit is: 2 inches Asphalt Concrete (future), 4 inches Asphalt Concrete, 4 inches Plant Mix Bituminous Base, and 13 inches Aggregate Base. See copy of letter from Elliott Parker, Region Geologist.

Finish grade was established allowing for a 4 inch over-lay of the existing 22 foot wide P.C.C. pavement. Profile grade is carried at center line. Since the terrain slopes down from right to left, the normal crown section was changed to:

on the right minus 0.02 foot per foot to curb; on the left, minus 0.02 foot per foot for 8 feet (half of median width) and 0.04 foot per foot for 27 feet to curb. Carrying the 0.02 foot per foot slope for 8 feet on the left will allow for about 2 inches asphalt over the edge of the existing P.C.C. pavement at 11 feet left, where-as carrying 0.04 foot per foot slope would allow no over-lay at this point.

Construction of this project will require stage construction and considerable traffic control signing. The existing island at the north end of the project will have to be removed first, then two-way traffic maintained left or right of the center line while grading is being done, on the opposite of traffic. Cost for "Temporary Protection and Direction of Traffic" and "Signing" will be added to estimate at Region office.

Regrading Frances Lane will require rebuilding an existing retaining wall and a permit of entry will be required since wall is outside Street R/W.

The construction of this project involves 5,069 cubic yards of General Excavation Unclassified, of which 4,378 c.y. is main roadway excavation including 6,700 square yards of existing asphalt surfacing. General Excavation is to be an "All" item and includes clearing and grubbing, removal of structures and obstructions, finishing roadbed and slopes. A tabulation sheet showing the cost breakdown for items included in General Excavation is included in the Estimate and Reports folder. There is 4,485 c.y. of excess material which is to become the property of the contractor at the point of excavation and shall be disposed of by him in a manner satisfactory to the engineer. The City of Ashland has a site for excess material located about 1.5 miles southeast from the project off Mistletoe Road, which would be available to the prospective contractor if he so elects. There is no measurement or payment for over-haul on this project. The Aggregate Base, 13 inches thick, Plant Mix Bituminous Base , 4 inches thick, and Class "B" Asphaltic Concrete, 4 inches thick will be measured and paid for on a square yard basis. No seperate payment to be made for asphalt cement, tack coat or watering required. Computations and tabulation of the surfacing quantities are included with this folder. The items required in construction of storm drain system are shown in the estimate and tabulation in this folder. Concrete Sidewalks 4 inches thick will be measured and paid for on a square yard basis. Type "A" Curb will be measured and paid for on the linear foot basis. Asphalt Concrete Driveways will be measured and paid for on the square yard basis which will be complete in place. It is suggested that the slope extending from the back of the sidewalk to the existing ground on the left should be covered with suitable non-eroding material which is compatible with the adjacent surfacing. An anticipated item covering this is in the estimate. It is also anticipated that there will be existing drains uncovered during construction and will have to be adjusted and connected to the storm drain system.

Utilities involved are shown on the Detail Map and unknown depths of lines can be determined at a later date and adjustment accomplished before construction started. Cooperation between our utilities people and the utility companies involved is required.

B.E. Brown,
Resident Engineer

By: Earl C. Purdy
Earl C. Purdy,
Assistant Resident Engineer

RECEIVED
FEB 17 1972
FOR FILING

79c/8

February 16, 1972

Mr. Allan A. Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

We wish to apologize for having taken so long in answering your request for consideration of the channelization plan you submitted on Siskiyou Boulevard between Wightman Street and Walker Avenue.

The small median islands shown south of ORE66 cannot be recommended. The leading edge of each island is a possible collision point and would create serious safety hazards throughout the entire section. Any improvement that would result from the use of these islands would be more than offset by the potential hazards caused.

We urge your consideration for the use of a painted two-way, left-turn refuge throughout this section.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

LEG:nc jf

bc: George Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
J. H. Versteeg
H. S. Cox

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1972

SUBJECT:

To: H. S. Cox
County & City Engineer

B U I L D I N G

Attention: Dick Unrein

Channelization Design
Wightman St.-Walker Ave. Section
Rogue Valley Highway
Ashland

You have asked for our comments on channelization design for the above section as shown on the attached plan.

The plan calls for a 64-foot section with a 16-foot median. This provides for 12-foot travel lanes against curbs. Lane widths of 12 feet with a two-foot shy distance would be much more desirable. As a minimum it is suggested that the median be narrowed to 14 feet. The island forming the left-turn refuge for the Green Springs Highway should be narrowed to provide a 12-foot left-turn lane rather than the 8-foot lane shown.

The nine small medial islands shown south of the Green Springs are not recommended. The leading end of each island is a possible collision point. What improvement in appearance that would result from such construction would be more than offset by the potential hazards caused. Also, it would be virtually impossible to place the islands in such a position that they would not block access to driveways. A two-way left-turn lane would provide much safer and more efficient traffic operation.

cc: Glen Clark

L. E. George
Traffic Engineer

VPJ:pb

Attached

RECEIVED
COUNTY & CITY SECTION
JAN 25 1972
ENGR. COORD. UPE CE RE RPE

1-26-72 8:30 AM
Hand carried to R.L. Schroeder. Told him it was a hot item and of great concern to City of Ashland. He indicated he would take to staff for review.
PEJ.

BP*92479-734

Dick Unrein T.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 24, 1972

To: Val Johnson
Traffic Control Engineer
S A L E M

SUBJECT: Request for Review of
Ashland TOPICS Project Plans

As per our telephone conversation January 24, 1972, I am attaching a copy of the City's request for our consideration of their concept of the Wightman-Walker Avenue TOPICS Project.

The P.C.C. curbed islands have been reduced to the point of ineffectiveness and would be more hazardous than standard left turn refuges of P.C.C. construction.

This office was advised last week that adult supervised school crossings have been approved by the Department of Education and the equipment has been given to the schools for the two intersections of Walker Avenue at ORE66 and ORE99.

Please complete your review of the City's plan and respond to the City.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
attach.
cc: Dick Unrein
Bill Brown

1-24-72
J H. Unrein

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JAN 25 1972
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

68*68478-784

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

December 30, 1971

Mr. Glen Clark
Oregon State Highway Division
Roseburg, OR 97470

Dear Glen,

Enclosed herewith are two copies of a plan which the Ashland City Council has agreed expresses their desires for improvement of Siskiyou Boulevard between Wightman Street and Walker Avenue under the TOPICS program.

You will note that the plan includes four travel lanes, sidewalks, and raised islands with center lighting.

The Council has expressed its willingness to meet with you at your convenience to discuss the plan further.

Very truly yours,

Allen A. Alsing, P. E.
Director of Public Works

slk

Enc

cc Brian Almquist

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Daily Tidings, Ashland---------- 12-9

1-19-72

Said Not Warranted

12-9-71

Walker Signals Out, Council Told

By HASSO HERING
Tidings Staff Writer

Traffic signals on Walker Avenue at Highways 66 and 99 are not warranted, an official of the State Highway Division told the Ashland City Council Wednesday night.

Glen Clark, of Roseburg, a regional traffic engineer for the highway division, said that based on traffic data he "could not honestly recommend" that signals be installed on Walker Avenue.

Clark and two other Highway Division officials came to Ashland to discuss plans to revamp the junction of Siskiyou Boulevard and the Green Springs Highway (66).

In connection with those plans, council members had wondered whether the project could be extended to include Walker Avenue signals on Siskiyou (also known as the Rogue Valley Highway or Highway 99), and the Green Springs.

Clark said both intersections on Walker fell short of national standards for traffic signals. Thus, he said, the Highway Division would not install them and would now allow the city to install them at its own cost.

The cost of suitable signals at the two intersections, he said, would be between $16,000 and $18,000 each, if they were warranted.

Parents groups have called for traffic signals to protect children crossing the Rogue Valley and Green Springs Highways on their way to and from nearby Walker School.

"Traffic signals aren't the answer to every problem," Clark said. He suggested school boy patrols or adult-supervised crossing patrols.

The intersection project at 99 and 66 was proposed under a federal aid traffic safety program known as TOPICS.

Councilman James Conklin, chairman of the streets and traffic committee which called the meeting, told Clark and the others the plan as prepared by the Highway Division was "totally unacceptable."

Clark said it was merely a preliminary plan and could be discussed further. Council members said they wanted the city staff to draw up the city's version of the proposed project.

Conklin objected to the Highway Division's proposal to replace some raised median islands with painted strips.

Clark said the city could request raised islands, and such a request would be considered by state and federal highway authorities.

He answered another city objection to the plan by saying that the proposal now calls for widening Siskiyou from two to four lanes southeast of the 66-99 junction.

The plan also calls for a new traffic signal at the junction. Clark said the proposal also would allow for the eventual closure of Wightman Street at the boulevard and the moving of Indiana Street to hit the boulevard directly across from the mouth of the Green Springs Highway.

Representatives of the Chamber of Commerce and Southern Oregon College as well as several private citizens attended the session.

Mail Tribune----- 12-10
Medford

1971

Traffic Signals Denied Ashland Intersection

ASHLAND — Representatives of the State Highway Division informed the city council Wednesday that traffic signals requested at the intersection of Walker Avenue and Oregon 66 and Walker Avenue and U.S. 99 cannot be funded at this time.

The volume of traffic and these intersections do not meet national standards warranting signals, the representative said.

It was indicated to the council and representatives of the Ashland Chamber of Commerce, school board, and Southern Oregon College that the state could neither share in funding for traffic signals nor allow the city to fund the lights itself because of the national criteria for placing them.

Check Volume

Commenting later on the meeting, City Administrator Brian Almquist said the city staff will be checking traffic volume from time to time to see if signals will be warranted in the future. He pointed out that the development of new shopping areas along Oregon 66 will probably alter traffic volume.

The council originally asked the State Highway Division to draw up a plan to make improvements in the Southern Oregon College area, which included the widening of Siskiyou Boulevard, addition of left turn lanes, traffic lights and increased pedestrian control.

Since the state's preliminary plans included few of the council's suggestions and was unacceptable to the council, representatives from the State Highway Division and the city will work together to revise the plan, which must ultimately be approved by the council.

Daily Tidings, Ashland---------- 12-10

1971

Editorials

Signals May Not Be The Answer On Walker Ave.

Many parents of pupils at Walker Elementary School are hot on the idea that traffic signals be put up on two busy intersections at Walker Avenue.

They are understandably chagrined that a state highway official said this week he could not recommend that the signals be installed.

Traffic at both intersections falls short of national standards for traffic signals, the official said, and thus there was no way the signals could be installed on Siskiyou Boulevard and Ashland Street, both of which are state highways.

National standards require that before a signal is installed, the main highway must bear an average volume of at least 500 cars an hour for eight street hours, and the side street involved must have at least 150.

On Siskiyou and Walker, a count taken in mid-November showed 516 on the main highway but only 36 on the side street. On Ashland Street, the count showed 490 on the main highway and 71 on the side street.

While traffic signals are regarded by most laymen as a good way to insure safety, some of this confidence may not be justified by the facts.

Ashland police said the other day that at Briscoe School, where the crossing across busy North Main Street is controlled by a signal and by crossing guards, there had been more accidents involving school children than at Walker and Ashland Street, where there are no signals and no guards.

Signals do have a drawback in locations where during most periods of the day, the traffic doesn't warrant them. Drivers, impatient at being held up for no apparent reason, are occasionally led to running the light. This in itself is a terrible traffic hazard.

There's no question that school children having to cross a busy street need protection. But the Briscoe School experience cited by the police shows that signals may not be the answer.

1-19

...s Schools In 1972 ...ossing Guards

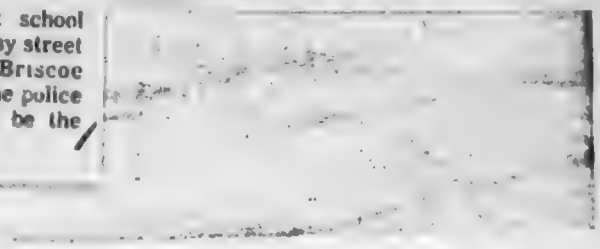
...Tuesday ...contingency reserve to the police department.
...f hiring ...Avenue ...on their ...District ...y night. ...for two ...hool year ...niforms, ...d trained ...y will be ...the police ...licants for ...r the city's ...neral fund

In addition, the council instructed City Attorney Ronald Salter to draw up a cooperative agreement with the attorney for the school district to cover the crossing guard situation.

The guards are to be posted on Walker Avenue at Highways 66 and 99. Parents groups have said the intersections were dangerous for children attending Walker School.

In a related matter, the council decided to ask the State Highway Commission to lower the speed limit from 40 to 30 miles an hour on Highways 99 and 66 on the outskirts of town.

Mrs. Audrey Soderberg of the council's streets and traffic committee said the intent was to improve the safety of school children walking along the roads.



Crossing The Street

...ke their way across Highway ...Ashland," an intersection near ...ol. The city council has been told by an official of the State Highway Division that traffic lights would not be warranted at the intersection. Lights hac been sought by parents groups at that intersection and at Walker and Siskiyou Boulevard. (Staff photo by Hasso Hering.)

12-15-71

Dick Unrein T.

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 9, 1971

To: MEMO TO THE FILE

SUBJECT: Ashland TOPICS Project
Rogue Valley Highway
Wightman St.-Walker Rd. Sec.

At the request of Mr. Al Alsing, Director of Public Works, Ashland; Mr. Bill Brown, Resident Engineer; Mr. Dick Unrein, City-County and the writer attended a work session of the City Council held in the City Hall Council Chambers at 7:30 PM, December 8, 1971. The Council had invited representatives of Southern Oregon College, local residents and the press. This meeting was called to explore the details of the initial concept plans used originally to obtain a commitment of funds.

The writer had been advised before the meeting that a request for traffic signals at ORE66 and Walker Avenue as well as ORE99 and Walker Avenue would be requested. Also, that P.C.C. curbed island in the median area would be requested. In addition, four lanes between ORE66 and Walker Avenue would be requested.

Standard warrant computations indicate that neither of the Walker Avenue intersections meet or even approach the warrant. This information was explained in detail to this group. A few individuals indicated that such signals were a "must" for safety of school children. I indicated that an adult supervised school boy patrol would be safer than an unwarranted traffic signal. Several of the mothers present took down Mr. Martin Holme's name and address with the intent of contacting him in regard to the patrol and liability at such crossings.

It was explained that raised islands were considered hazardous and that normally the Highway Division did not approve of their use. It was suggested that if the City wished to pursue such a request that they should prepare a plan showing the requested design in detail and submit it in writing to the State Highway Engineer for his consideration.

This group was advised that the location project now underway would incorporate a four lane design between ORE66 and Walker Avenue. It was explained that this would increase the cost of the project. Combined

cc: PAL : Riddle - FHWA

APPROVED:
REG. CONSTR. ENGR.

with the transition southerly of Walker Avenue from four to two lanes might increase the total project cost to more than $100,000. Mr. Unrein indicated this was within the limits of anticipated funds for Ashland but no one stated that this was four years of funds. Few other projects could be undertaken by Ashland if this project becomes this costly.

The closure of Wightman and the relocation of Indiana Street was explained. The Council still believes that funds from "somewhere" will materialize and the Oregon Avenue bypass of the College will some day be constructed. If so, they would like to close Indiana Street and route traffic to Walker Avenue.

The pedestrian movement across Siskiyou Blvd. (ORE99) was discussed. The closing of Wightman Street and the relocation (or closure) of Indiana Street would increase the possibility of indescriminate midblock pedestrian crossings. It was indicated that the College had a responsibility in this area and that enforcement would have to follow if no solution was forthcoming. A pedestrian overcrossing was discussed. The College thought that a future classroom building might incorporate an overcrossing as part of the cost and plans. Eventually three overcrossings might be needed. It was stated that we would have no financial interest in such facilities, but that we would issue permits for their construction after the designs had been approved.

Bicycle facilities was brought up for possible incorporation into the project. It was indicated that no thought had been devoted to this aspect and little could be said in this respect.

The meeting was 2½ hours in length. In summary, it would seem that from the comments after the meeting that most Council members appreciated the frank discussion and understood our stand concerning the Walker Avenue signals and were happy to know that we were willing to design for four lanes and incorporate other suggestions which the City Staff was instructed to prepare. Further liaison will result from this meeting and insure a more acceptable plan for this project.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

GLC:ec
cc: George Thornton
Bill Brown
Dick Unrein
Martin Holmes
F. B. Crandall

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OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

December 1971

Traffic Signal Warrant Comparison

LOCATION: Green Springs Highway (Ashland St.)

at Walker Ave. - Ashland

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	490	500
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	71	150
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	490	750
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	71	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	490	600
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	23	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	1	5

REMARKS:

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OREGON STATE HIGHWAY DEPARTMENT

DIVISION III - ROSEBURG

December 1971

Traffic Signal Warrant Comparison

LOCATION: Rogue Valley Hwy. (Siskiyou Blvd.)
at Walker Ave. - Ashland

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	516	500
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	36	150
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St. Max. 8 hours (Total of both approaches)	516	750
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach	36	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hours (Total of both approaches)	516	600
Average Hourly Ped. Vol. across Maj. St.-Same 8 hrs. (Highest volume crosswalk)	9	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	1	5

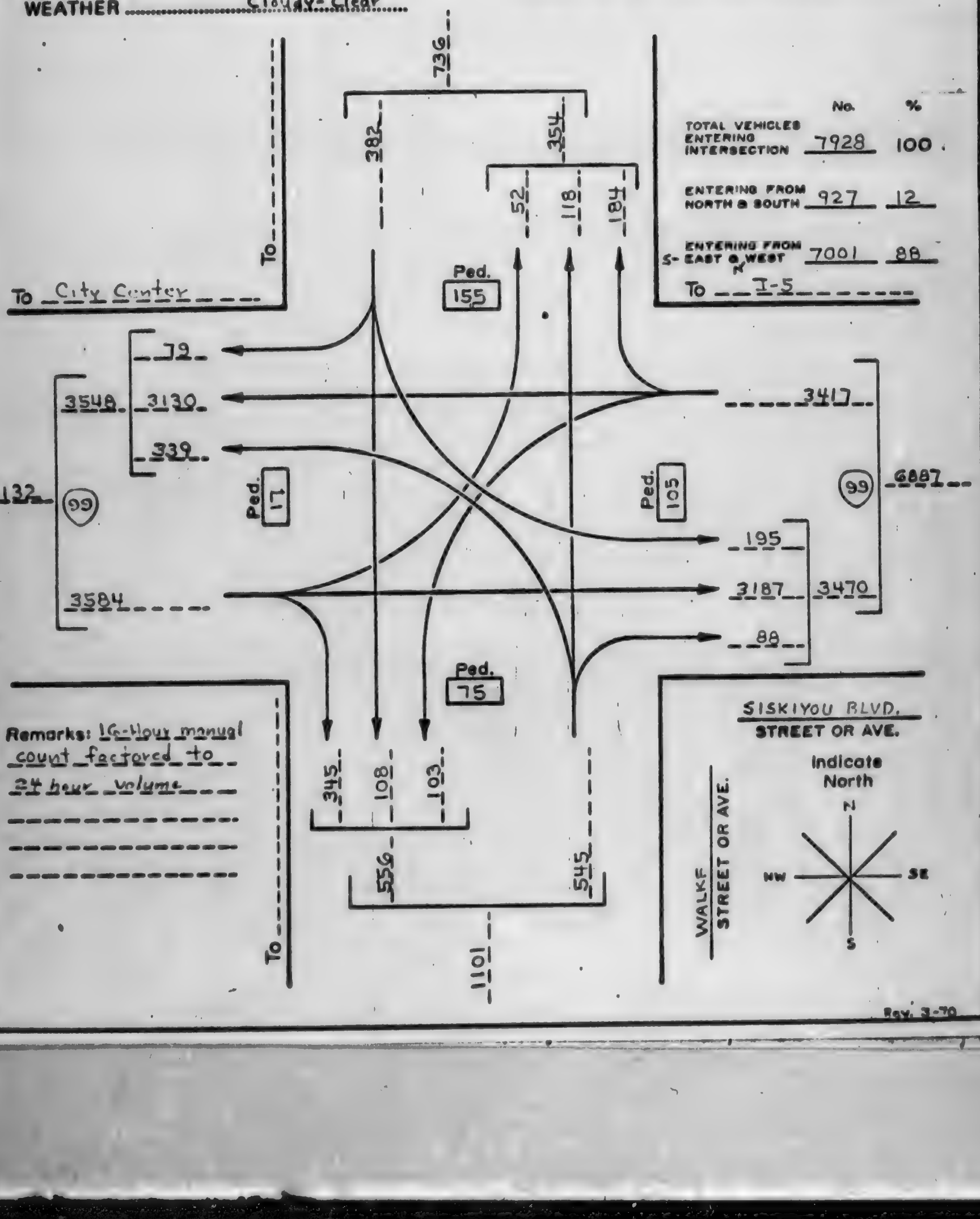
REMARKS:

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 11/15-16/71
DAY OF WEEK Mon-Tue
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-10PM
WEATHER Cloudy-Clear

CITY OR COUNTY Ashland
INTERSECTION OF Siskiyou Blvd. ORE99
& Walker Ave.
MILE POST
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7928	100
ENTERING FROM NORTH & SOUTH	927	12
ENTERING FROM EAST & WEST	7001	88

To I-5

Remarks: 16-hour manual count factored to 24 hour volume

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Nov. 15 & 16, 1971
Week Mon. & Tues.
Counted 6:00A - 10:00P
Cloudy - clear

Classification All Vehicles

City or County Ashland
Intersection Route Valley Hwy No. 63 & Walker Ave.
Mile Post 20.94 (Hwy No. 63)
Classification

SUMMARY BY MOVEMENTS

East to North	North to West	N West to North	North to South	South to North	S East to N West	N West to S East	S East to South	South to S East	N West to South	South to N West	TOTAL
				1	38	44	1	3	1	5	94
9	2	1	6	10	175	55	5	4	8	23	333
16	10	2	10	16	190	107	4	3	10	25	418
8	5	2	2	4	159	128	5	3	21	26	368
8	6	1	4	5	165	167	6	6	11	19	407
8	3	2	4	4	173	161	6	7	25	21	425
13	3	4	6	3	252	254	7	6	23	21	630
11	7	8	5	8	222	232	6	3	14	20	560
12	3	3	7	5	196	204	7	2	19	18	495
15	6	3	13	13	269	301	10	8	27	34	715
15	3	3	12	10	265	307	7	10	54	26	735
15	5	5	10	10	204	306	10	9	37	22	642
7	6	3	4	9	175	172	5	6	20	10	428
13	5	3	5	6	151	145	5	5	18	20	385
5	2	1	1	1	104	123	7	3	9	11	273
2	6	6	9	2	105	131	3	2	17	7	299
184	79	52	108	118	3136	3187	103	88	345	339	7928
167	72	47	98	107	2846	2897	94	80	314	308	7207

From North and South	Per Cent of Total	From S-East and N West	Per Cent of Total
10	11	84	89
50	15	283	85
79	19	339	81
45	12	323	88
49	12	358	88
50	12	375	88
47	7	583	93
67	12	493	88
54	11	441	89
90	13	625	87
84	11	651	89
65	10	577	90
43	10	385	90
50	13	335	87
24	9	249	91
35	12	264	88
927	12	7601	88
842	12	6365	88

ENTERING VOLUMES - SUMMARY BY LEGS

North-west	S-East	N-West	South
1	39	45	9
13	189	94	37
35	220	119	44
12	172	151	33
19	179	179	30
18	187	188	32
17	272	311	30
36	239	254	31
29	215	226	25
35	294	331	55
38	257	364	46
24	229	346	41
18	190	195	25
19	169	166	31
9	116	133	15
24	110	154	11
382	3417	3584	545
347	3107	3255	495

PEDESTRIANS USING CROSSWALKS

North S	North C	S-East S	S-East O	N West S	N West O	South S	South O
	1						2
6	1	4			1	9	3
9	1	26	6	1	2		
6	2		1				2
5	4	2	1	1	1		3
9	4	1	3	1	1		1
14	1	2	5	3		6	3
12	4	27	3			5	4
14	4	2				3	1
12	6	9		3		1	3
12	3	6		2		2	3
4	5	1	1		1	3	6
2		1					2
1	1	1	1			1	5
3	1	1					
2	4	2					
113	42	84	21	11	6	37	35

Tabulated by WP
Checked by WP

Walker Ave St. is North and South
Siskiyou Blvd St. is East and West

Rev. 3'70

OREGON STATE HIGH
TRAFFIC ENGINEE

SUMMARY OF TRA

Date NOV. 15 & 16, 1971

Day of week MON & TUES

Hours counted 6:00 A - 10:00 P

Weather Cloudy - Clear

Classification MULTI-TRUCK

	TIME	SUMMARY BY MOVEMENTS													TOTAL
		North to S East	S East to North	North to N West	N West to North	North to South	South to North	S East to N West	N West to S East	S East to South	South to S East	N West to South	South to N West		
A.M.	6:00- 7:00	1					1	38	44	1	3	1	5		94
	7:00- 8:00	5	9	2	1	6	10	175	55	5	4	8	23		333
	8:00- 9:00	15	26	10	2	10	16	190	107	4	3	10	25		418
	9:00-10:00	5	8	5	2	2	4	159	128	5	3	21	26		368
	10:00-11:00	9	8	6	1	4	5	165	167	6	6	11	19		407
	11:00-12:00	11	5	3	2	4	4	173	161	6	7	25	21		425
	12:00- 1:00	8	13	3	4	6	3	252	254	7	6	23	21		630
P.M.	1:00- 2:00	24	11	7	8	5	8	222	232	6	3	14	20		560
	2:00- 3:00	19	12	3	3	7	5	196	204	7	2	19	18		495
	3:00- 4:00	16	15	6	3	13	13	269	301	10	8	27	34		715
	4:00- 5:00	23	15	3	3	12	10	265	307	7	10	54	26		735
	5:00- 6:00	9	15	5	5	10	10	204	306	10	9	37	22		642
	6:00- 7:00	8	7	6	3	4	9	175	172	5	6	20	10		428
	7:00- 8:00	9	13	5	3	5	6	151	145	5	5	18	20		385
	8:00- 9:00	6	5	2	1	1	1	104	123	7	3	9	11		273
	9:00-10:00	9	2	6	6	9	2	105	131	3	2	17	7		299
	10:00-11:00														
	11:00-12:00														
	12:00- 1:00														
A.M.	1:00- 2:00														
	2:00- 3:00														
	3:00- 4:00														
	4:00- 5:00														
	5:00- 6:00														
24-Hour total .		195	184	79	52	108	118	3130	3187	103	88	345	339		7925
16-Hour total .		177	167	72	47	98	107	2546	2977	94	80	314	308		7207
-Hour total .															
Control . . .															
Factor . . .															

Walker Ave St. is North and South

Siskiyou Blvd St. is E- and W- East and West

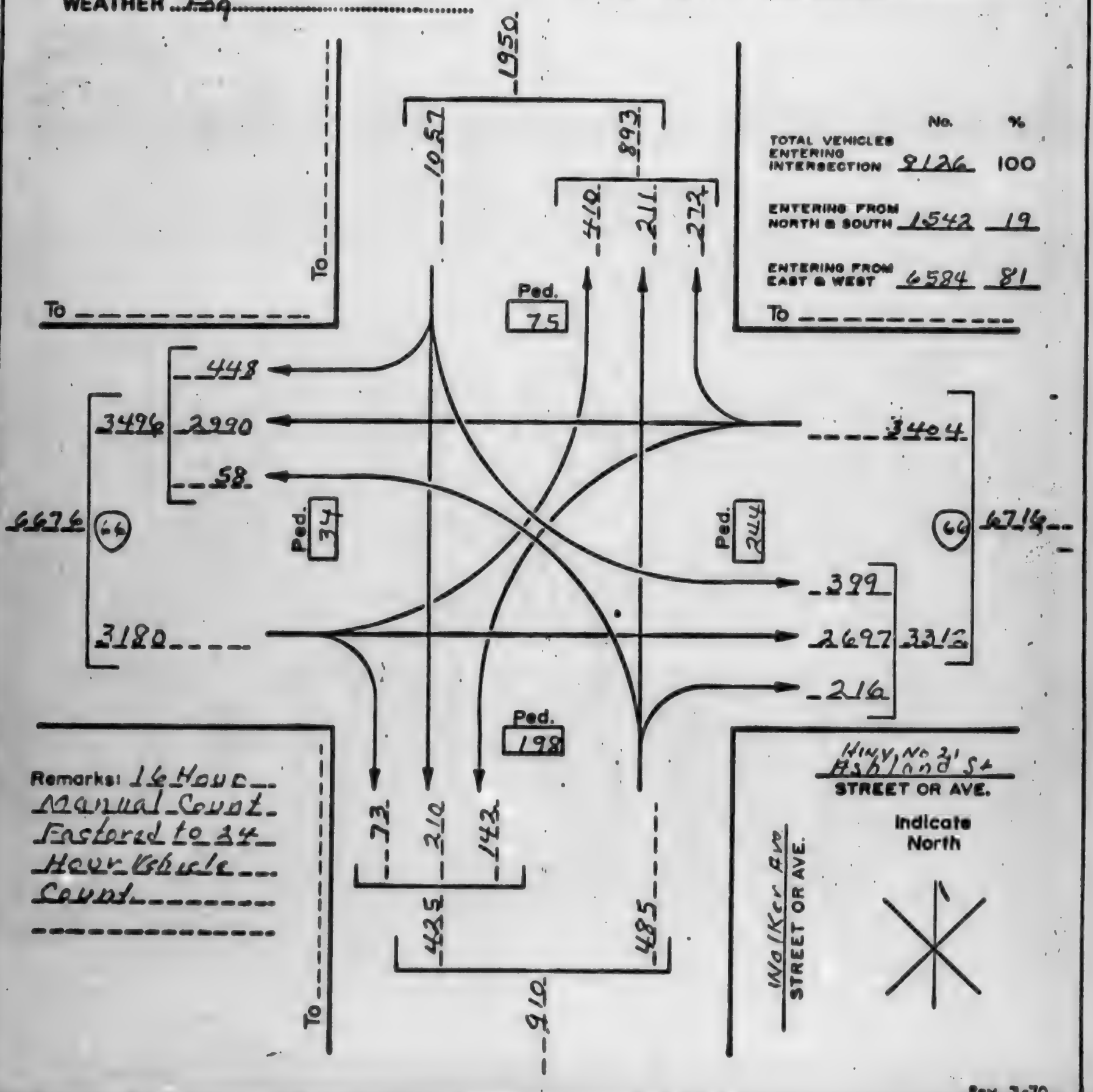
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Nov. 17 & 18, 1971
DAY OF WEEK Wed. & Thurs.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A.M. - 10:00 P.M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A.M. - 10:00 P.M.
WEATHER Fog

CITY OR COUNTY Ashland
INTERSECTION OF Green Springs Hwy. No. 21
S. Walker Ave.

MILE POST O.I.S.C.H.W.Y. NO. 21
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8126	100
ENTERING FROM NORTH & SOUTH	1542	19
ENTERING FROM EAST & WEST	6584	81

To

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

NOV 17 & 18, 1971
Week Wed & Thur
Counted 6:00 A - 10:00 P
Eng

Classification All Vehicles

City or County Ashland
Intersection Green Springs Hwy No 21 &
Walker Ave
Mile Post
Classification

SUMMARY BY MOVEMENTS

East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL
	3	2		2	25	18	1				52
	14	24	7	11	154	49	9	8	2	1	311
18	46	46	14	33	164	92	4	8	2	5	457
25	15	7	9	9	154	115	3	9		1	341
5	17	13	3	8	155	136	12	7	2	3	375
6	23	10	12	5	184	197	8	14	5	3	502
12	35	22	13	14	208	130	3	12	3	4	450
15	17	18	13	9	216	215	3	15	6	3	548
12	24	21	8	12	210	245	9	26	7	5	599
11	38	28	15	14	248	253	18	19	7	2	705
23	37	25	11	9	245	296	11	18	9	5	730
24	27	27	21	9	227	232	13	15	8	6	641
24	29	41	15	15	188	159	15	13	5	3	535
24	36	56	12	33	144	144	4	6	6	3	506
32	52	21	28	8	108	84	9	9	2	1	355
9	4	12	10	1	58	87	7	17	2	8	250
272	448	410	210	211	2990	2697	142	216	73	58	8126
247	407	373	191	192	2715	2452	129	196	66	53	7387

From North and South	Per Cent of Total	From East and West	Per Cent of Total
6	12	46	88
55	18	256	82
124	27	333	73
57	17	234	83
51	14	324	86
86	17	416	86
99	21	381	79
78	14	470	86
96	16	503	84
128	18	577	82
120	16	610	84
110	17	531	83
103	19	432	81
120	24	396	76
123	34	233	66
47	19	203	81
1342	19	4554	81
1402	19	5955	81

ENTERING VOLUMES - SUMMARY BY LEGS

North	East	West	South
4	26	20	2
35	181	75	20
78	193	140	46
38	162	123	19
33	173	151	18
64	204	212	22
69	226	155	30
51	231	239	27
53	230	273	43
93	289	298	35
88	280	330	32
80	264	267	30
72	227	205	31
78	180	206	42
104	126	107	18
21	102	101	26
1057	3404	3180	485
961	3094	2891	441

PEDESTRIANS USING CROSSWALKS

North S	North E	East S	East E	West S	West E	South S	South E
	1		3				
2		19				11	
5	2	35	4	3	2	5	1
7		2	4		1	1	4
1	2	3	3				2
6	2	2	2	1			3
4	1	4		1		14	
5		45	2			23	3
1	1	6	2			2	3
4	3	64	4	9	1	5	24
7	1	8	3	3	1	20	11
5		17		3		7	10
3	1		4	1	1	15	3
			3	2		6	2
				3	1		8
1	3		5		1		4
51	24	205	39	26	8	114	54

Tabulated by WP
Checked by WT

Walker Ave St. is North and South
Ashland St St. is East and West

Rev. 3'70

OREGON STATE H
TRAFFIC ENGIN

SUMMARY OF T

Date NOV 17 & 18, 1971

Day of week Wed & Thur

Hours counted 6:00 A - 10:00 P

Weather Fog

Classification All Vehi

TIME		SUMMARY BY MOVEMENTS													TOTA
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West		
A.M.	6:00- 7:00	1		3	2		2	25	18	1					5
	7:00- 8:00	14	18	14	24	7	11	154	49	9	8	2	1		31
	8:00- 9:00	18	25	46	46	14	33	164	92	4	8	2	5		45
	9:00-10:00	14	5	15	7	9	9	154	115	3	9		1		34
	10:00-11:00	13	6	17	13	3	8	155	136	12	7	2	3		37
	11:00-12:00	29	12	23	10	12	5	184	197	8	14	5	3		56
	12:00- 1:00	31	15	35	22	13	14	208	130	3	12	3	4		45
P.M.	1:00- 2:00	21	12	17	18	13	9	216	215	3	15	6	3		54
	2:00- 3:00	21	11	24	21	8	12	210	245	9	26	7	5		59
	3:00- 4:00	40	23	38	28	15	14	248	253	18	19	7	2		70
	4:00- 5:00	40	24	37	25	11	9	245	296	11	18	9	5		75
	5:00- 6:00	32	24	27	27	21	9	227	232	13	15	8	6		64
	6:00- 7:00	28	24	29	41	15	15	188	159	15	13	5	3		53
	7:00- 8:00	30	32	36	56	12	33	144	144	4	6	6	3		56
	8:00- 9:00	24	9	52	21	28	8	108	84	9	9	2	1		36
	9:00-10:00	7	7	4	12	10	1	58	87	7	17	2	8		23
	10:00-11:00														
	11:00-12:00														
	12:00- 1:00														
A.M.	1:00- 2:00														
	2:00- 3:00														
	3:00- 4:00														
	4:00- 5:00														
	5:00- 6:00														
24-Hour total .		399	272	448	410	210	211	2990	2697	142	216	73	58		5
16-Hour total .		363	247	407	373	191	192	2715	2452	129	196	66	53		7
-Hour total .															
Control . . .															
Factor . . .															

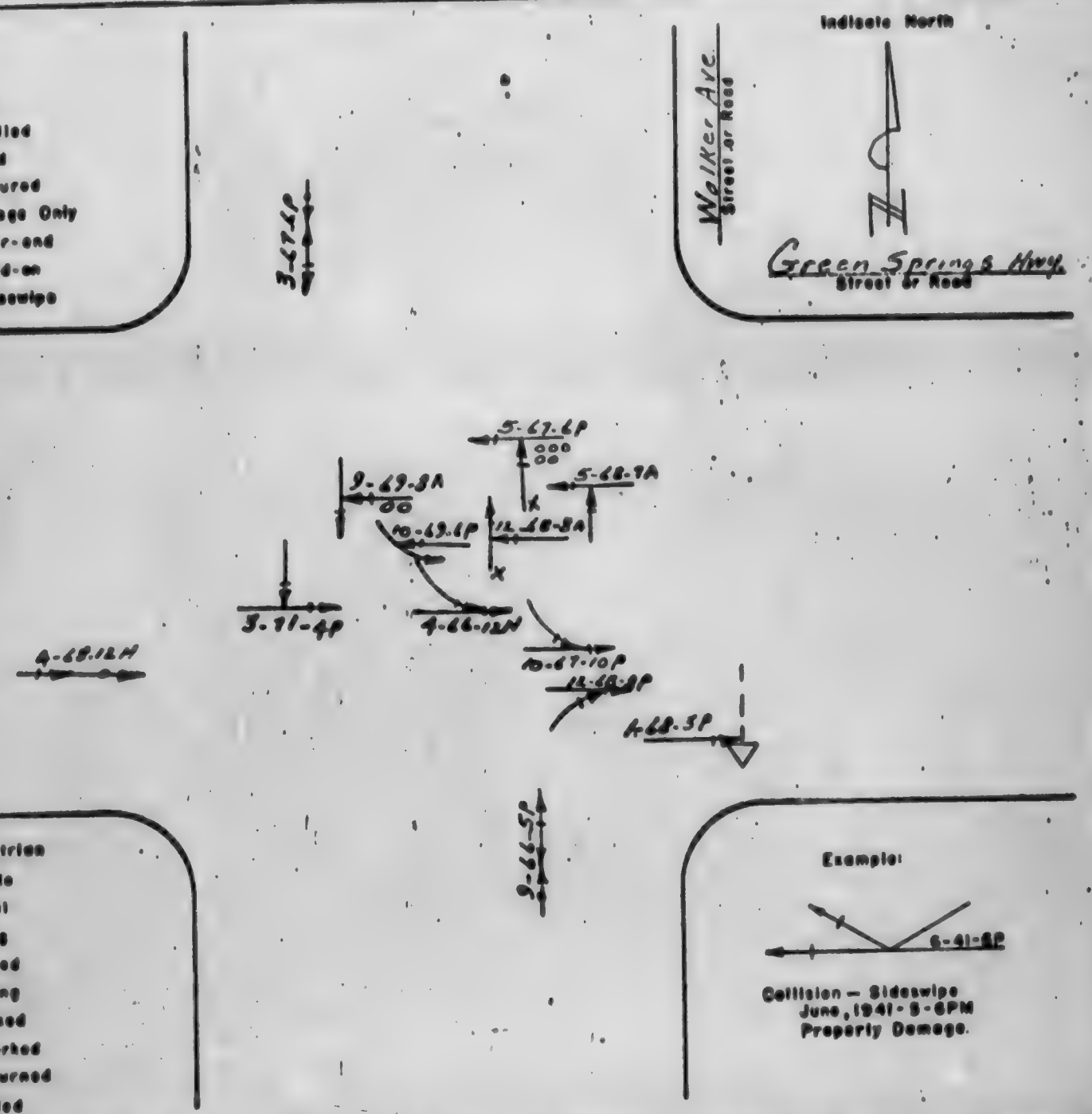
Walker Ave. St. is North and South

Ashland St St. is East and West

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis
COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of Green Springs Hwy. and Walker Ave.
Highway Number 21 (Ore 66) M.P. 0.18
Period Covered 1-1-66 to 9-30-71
Compiled by BC Drawn by _____ Date 11-22-71

LEGEND
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



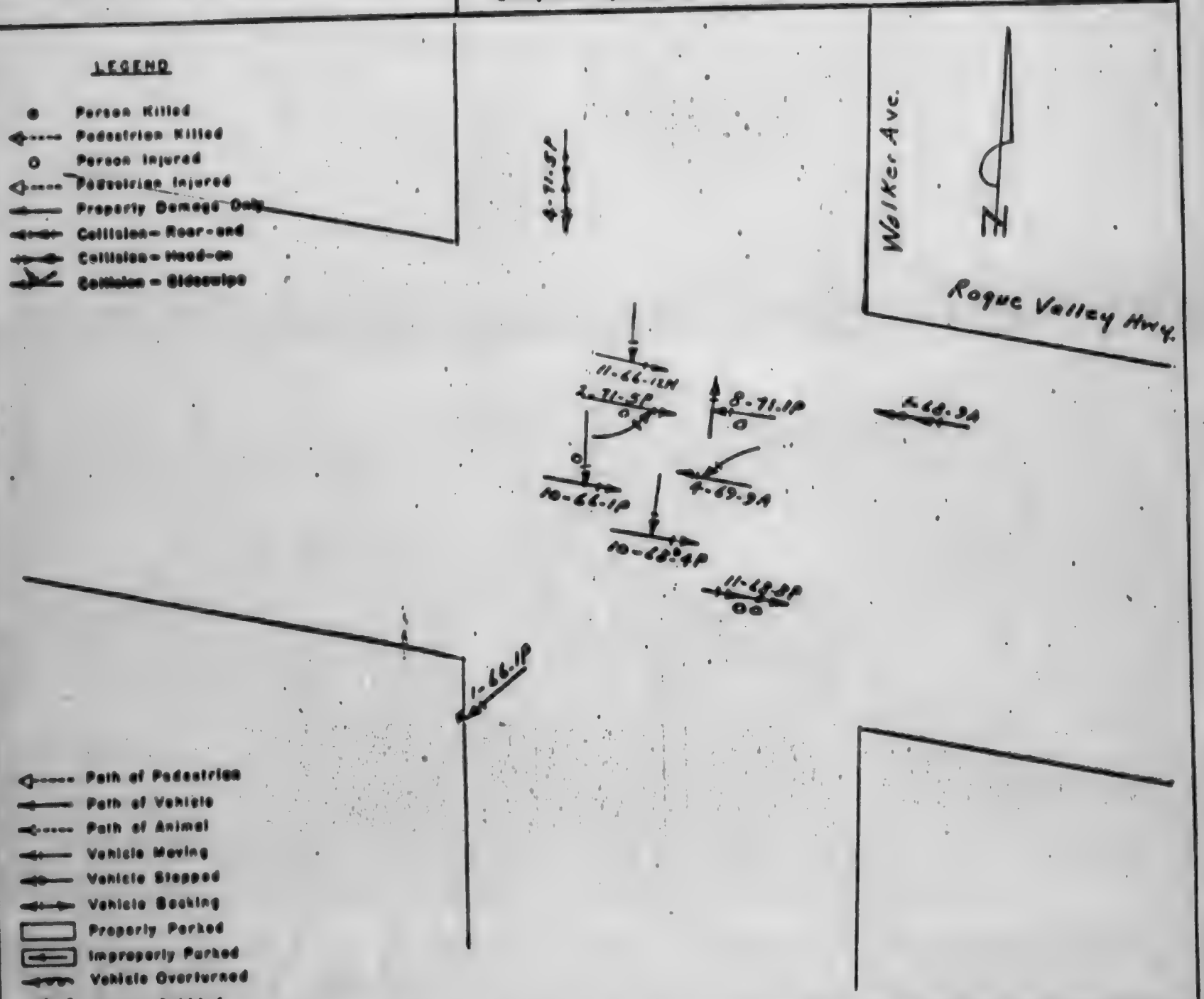
Collision Type	1966-1967				1968-1969				1970				9 Mos. 1971				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1		1		1	2	3							1	1		2	3	5
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement			2	2			2	2											4	4
Parking																				
Non-collision																				
Fixed Object																		1		1
Pedestrian						1		1											2	2
Backing			2	2																
Misc.																				
TOTAL		1	4	5		2	5	7				0			1	1		3	10	13

Form E-280—2M—11-68 6/70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of Rogue Valley Hwy. and Walker Ave.
Highway Number 63 (US99) M.P. 20.84
Period Covered 1-1-66 To 9-30-71
Compiled by PE Drawn by _____ Date 11-22-71

LEGEND
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Collision Type	1966-1967				1968-1969				1970				9 Mos. 1971				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1	1	2			1	1						1		1		2	2	4
Head-on																		1	1	2
Rear-end						1	1	2												
Sideswipe														1		1		1	1	2
Turning Movement							1	1												
Parking																				
Non-collision																			1	1
Fixed Object			1	1																
Pedestrian															1	1		1	1	1
Backing																				
Misc.																				
TOTAL		1	2	3		1	3	4				0		2	1	3		4	6	10

Form E-661-6-70

DICK UNREIN

Wightman St-Walker Rd. Sec.
S. Sk. you Blvd.

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

November 10, 1971

Mr. Allen Alsing
Director of Public Works
City Hall
Ashland, Oregon 97470

Dear Mr. Alsing:

Some weeks ago, Mr. Unrein of our Salem office advised that you were concerned about our suggested TOPICS plan showing two lanes for southbound traffic south of ORE66 and only one lane for northbound traffic.

In reviewing the plan sent to you from this office, it could have been interpreted that way. Actually, what was intended was that the "middle" lane would be a left turn refuge lane. A colored copy is attached which may make this more apparent.

It was not the intent to make this section a four lane facility. This would have to be considered major construction and would, therefore, not be a suitable project for TOPICS funds.

If you have any further questions, please call upon this office.

Very truly yours,

W. E. SCHWARTZ
Regional Construction Engr.

GLC:cc
cc: F. B. Crandall
George Thornton
Dick Unrein

RECEIVED
COUNTY & CITY SECTION
NOV 15 1971
ENGR. ☑ GEOL. ☐ LE ☐ ME ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

GREEN SPRINGS HWY

Cafe

Service Station

Remove Exist Island

Gravel

E.P.

E.P.

10' Cen. Curb

10' Cen.

CB

12" T

CB

DIVE

R1W7

Inst. 12" Sewer Pipe - 5'
Tr Exc - 102 C.Y.

of 16" Sewer Pipe - 90'
Tr Exc - 41 C.Y.

Inst 15" Sewer Pipe - 316'
Tr. Exc - 120 C.Y.

Inlets - 2
Sewer Pipe - 40'
10 C.Y.

Conc.

Shopping

E.P.

Alley

Const. Driveway

Const. Driveway

Service Sta.

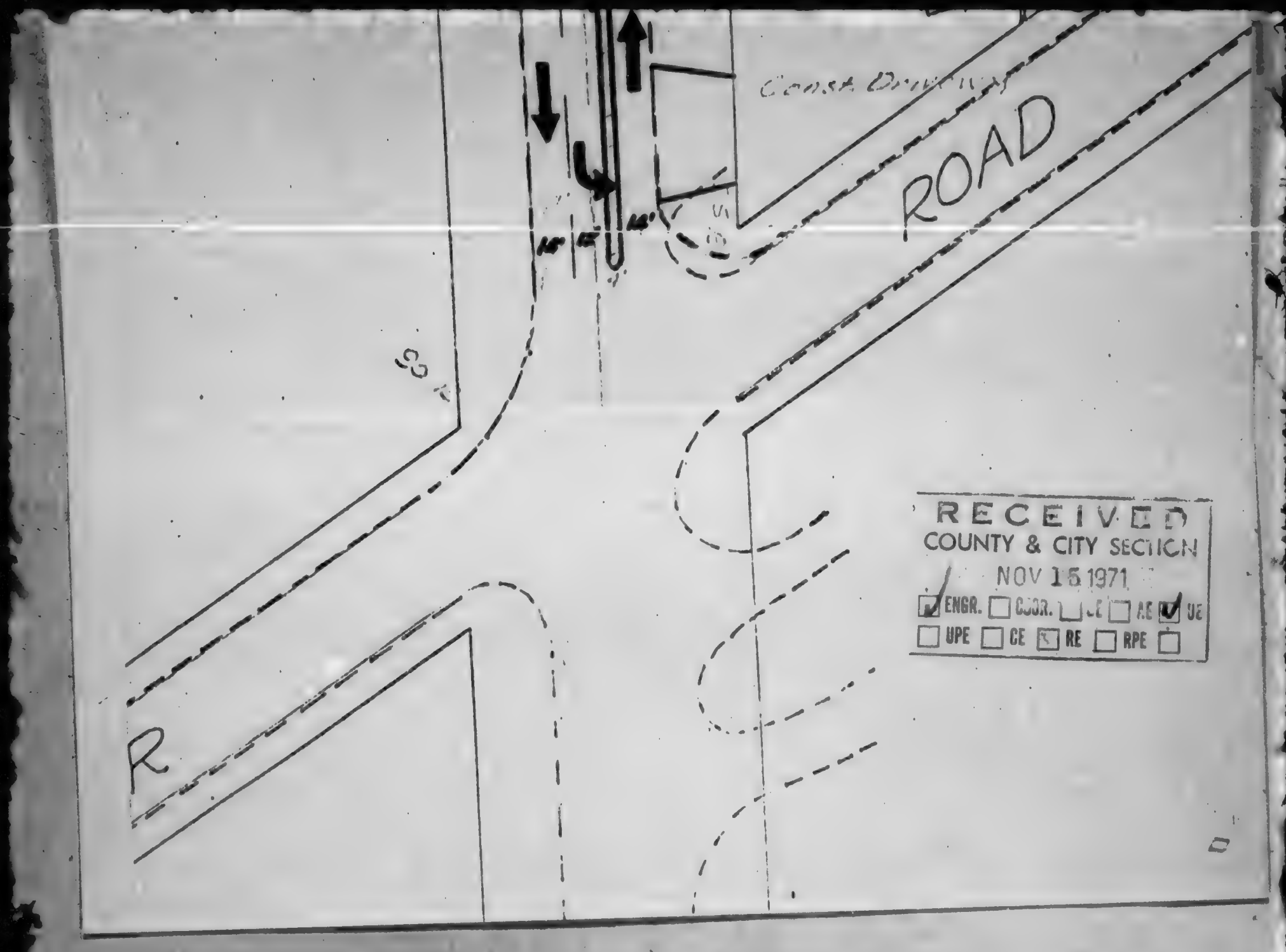
Const. Driveway

ROAD

Existing 2" Sewer Pipe - 310 L.F. - 122 C.Y.

Const. 2" Sewer Pipe - 1000 L.F.

6-1 Inlets - 2
"Sewer Pipe - 38'
- 9 C.Y.


ROAD
R
RECEIVED
COUNTY & CITY SECTION
NOV 15 1971
ENGR. COOR. LE AE UE
UPE CE RE RPE

Unrien

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

August 31, 1971

Mr. Allen A. Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

This will acknowledge your recent telephone conversation with Mr. Clark of this office concerning aspects of the TOPICS project proposed for that section of the Rogue Valley Highway between Wightman and Walker Road in Ashland.

Attached is the only plan developed to date for this project. This plan was developed to augment your project request submitted some time ago to Salem. We are short on location crews at this time and it is estimated that no field location work will be possible for 3 months.

Our Utilities Engineer has presented copies of the attached preliminary plans to the power company and more recently the telephone company. These were given to them with the understanding that they were preliminary and subject to change. It is not unusual to allow the utilities an insite as to our plans so that their work may be scheduled prior to its becoming a conflict with construction activities.

A copy of this preliminary plan should have been sent to you as soon as it was available. Please accept our apology for this oversite.

John Quiner II
Region Maintenance Engineer

CC:kg
attach.

cc: Dick Unrein
George Thornton

RECEIVED
COUNTY & CITY SECTION
SEP 1 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

SEP 22 1971
FOR FILING
7948

August 27, 1971

City of Ashland
City Hall
Ashland, Oregon 97520

Attention: W. E. Bartelt
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4283

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to the Wightman Street-Walker Avenue (Ashland) Section Project on the Siskiyou Boulevard.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 26, 1971

SUBJECT: TOPICS Agreement
Wightman Street-Walker Avenue Sect.
Ciskiyou Blvd.
City of Ashland

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the May 4, 1971 Highway Commission meeting.

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

Fran
please distribute

RECEIVED
AUG 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*58478.734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5002(2)
Wightman Street-Walker Avenue Section
Siskiyou Blvd.
City of Ashland

Waiver of environmental statement requirements as requested in Mr. Bladorn's July 20 letter is approved. This waiver is given under the provisions of Section 3f(3) of PPM 21-18.

We concur the environmental effect of this project will not be significant.

REFERRED TO
BY ASST. STATE HWY. ENGR.

NOTED
R N CHASE

NOTED
TOM EDWARDS

RECEIVED
AUG 4 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
AUG 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
R. D. ASBURRY

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

JUL 27 1971

☑ ENGR. ☑ COOR. ☑ BE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

July 22, 1971

Mr. Brian L. Almquist
City Administrator
City Hall
Ashland, Oregon 97520

Wightman-Walker

Re: TOPICS Project T-5002(2)

Dear Mr. Almquist:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on July 14, 1971. One of our Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: C. T. Keasey

7948

OREGON STATE HIGHWAY DIVISION

NOTED
R. L PORTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 20, 1971

Mr. Robert H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: TOPICS Project T-5002(2)
Wightman Street-Walker Avenue Section
Siskiyou Blvd.
City of Ashland

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project consists of the installation of a traffic signal at one intersection and modification of the existing signal at a second intersection with interconnection between the two. Also included is revision of channelization to provide turn refuges.

All work will be accomplished within the existing right-of-way. Access will be limited by the installation of curbs and curb parking will be eliminated on Siskiyou Blvd. between the Green Springs Highway (Ashland Street) and Walker Avenue. There are no trees involved in the project.

While access will be controlled and street parking eliminated, the overall safety and smoother flow of traffic resulting from the project should outweigh any negative social, economic or environmental impact on the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

cc: R. L. Porter
F. B. Klaboe
L. H. Young

TRANSACTION NUMBERS 7-22 THRU 7-24

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-14-71

BY (Signature): MR. YOUNG'S JULY 9, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 35 THRU 37

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Items) LOCATION	WORK
35	T-5002(2)	0.28	~~63~~ 68,000	~~39,900~~ 43,000	WIGHTMAN STREET - WALKER AVENUE. (ASHLAND)	PRELIMINARY ENGINEERING, MINOR GRADE, DRAIN AND HIGH TYPE PAVEMENT AND TRAFFIC SIGNAL INSTALLATION.
36	T-5025(9)	0.00	500,000	317,000	PORTLAND-CITY WIDE TRAFFIC SIGNALS	PRELIMINARY ENGINEERING, AND INSTALLATION OF TRAFFIC SIGNALS AT 30 INTERSECTIONS.
37	T-5025(10)	0.00	27,500	17,460	S.W. 72ND AVENUE SW GREENBURG ROAD SECTION (TIGARD)	PRELIMINARY ENGINEERING REVISION OF TRAFFIC SIGNALS AT 4 INTERSECTIONS.

7-14-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING ON ALL THREE ITEMS, NECESSARY TO PREPARE FOR AND OBTAIN LOCATION DESIGN APPROVAL.

7-16-71
REFERRED TO
Young

RECEIVED JUL 16 1971 OFFICE OF STATE HIGHWAY ENGINEER

TOM EDWARDS

7-19-71

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		7-14-71	for R.E. SIMPSON, DIVISION ENGINEER

RECEIVED JUL 19 1971 DIVISION 2

* Program approval and any subsequent authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Copy to 21

GPO 927-984

Budget Bureau No. 41-R2067; Approval Ex

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

7-9-71

U.S. DEPARTME
BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1	US 99 Wightman St. to Walker Ave. (Ashland)	ADT	12,900	22,000	91	08	Oregon	35

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	P.E., Gr., Pave & Traffic Signals								T-	5002	(2)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	TOPICS	Jackson	029

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Ashland	T P	3	63	99

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		US 99 Wightman St. to Walker Ave. (Ashland)	0.28	5,000	3,100	950	950 (City)
5	7-9-71				ROW		"Wightman St.-Walker Ave. (Ashland) Sec."					
5					CONST (CODE) Safety Y031 6201			0.28	25,000 38,000	15,800 24,100	4,600 6,950	4,600 (City) 6,950 (City)
							PROJECT TOTALS	0.28	63,000	43,000 ~~39,900~~	11,550	11,550 (City)

(16) (23) (24) (33)

CARD	CODE
1	1

PREPARED BY

CARD	CODE
1	14

PROGRAM APPROVAL DATES

FHWA
7-14-71

REMARKS

Preliminary Engineering:
Field Work $2,
P.S. & E. Prep. 3,
$5,

P.E. a
grade,
pave.,
fic si
and mo

ROW-10
Access
partia
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USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
shland)	ADT	12,900	22,000	91	08	Oregon	35	077	35

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T Projects Only: POST MI.	DESIG.
					T-	5002	(2)		

COUNTY NAME: Jackson — CODE: 029

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
T P	3	63	99

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.28	5,000	3,100	950	950 (City)	P.E. all phases; grade, drain, H.T. pave., curbs, traffic signal install. and modification.
	25,000	15,800	4,600	4,600 (City)	ROW-100' normal; Access Control-partial; Parking Restrictions-complete.
0.28	38,000	24,100	6,950	6,950 (City)	
0.28	68,000	43,000 ~~39,900~~	11,550	11,550 (City)	

REMARKS

Preliminary Engineering:

Field Work	$2,000
P.S. & E. Prep.	3,000
	$5,000

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WIGHTMAN ST.-WALKER AVE. (ASHLAND) SECTION
PROJECT NO. T-5002(2)

Existing Facilities:

Siskiyou Blvd. (Rogue Valley Hwy.):
North of Ashland St. (Green Springs Hwy.) - 70' of pavement, curb to curb, providing 4 traffic lanes with a 6' median.

South of Ashland St. (Green Springs Hwy.) - 37' of pavement, (no curbs) providing 2 traffic lanes with no median.

Wightman St.: 30' of pavement, curb to curb, providing 2 traffic lanes.

Ashland St. (Green Springs Hwy.): 30' of pavement providing 2 traffic lanes.

Walker Ave.: 34' of pavement, providing 2 traffic lanes.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. Intersection of Siskiyou Blvd. (Rogue Valley Hwy.) and Ashland St. (Green Springs Hwy.): Install a multiple-phase traffic control signal.

3. Intersection of Siskiyou Blvd. (Rogue Valley Hwy.) and Wightman St.: Modify existing traffic control signal and interconnect with proposed new signal at intersection of Siskiyou Blvd. and Ashland St.

4. Siskiyou Blvd. (Rogue Valley Hwy.) between Ashland St. (Green Springs Hwy.) and Walker Ave.: Grade, drain, AC pavement, concrete curbs to widen Siskiyou Blvd. to provide a 44' curbed section to accommodate a left-turn lane and 2 traffic lanes. Revise channelization to provide left-turn lanes. Construct driveways where required.

NOTE: The above proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection of Siskiyou Blvd. (Rogue Valley Hwy.) and Ashland St. (Green Springs Hwy.) has a potential and actual

accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed signal by controlling the flow of traffic will reduce substantially the number of accidents occurring at the intersection.

Additional Right-of-Way: None required as entire project is within existing ROW.

System Action: Tentative FAP Type II System approved by FHWA December 1, 1970.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Route Data: FAP 3 Rogue Valley Hwy. (Siskiyou Blvd.); FAP 15 Green Springs Hwy. (Ashland St.).

State Clearinghouse Approval: Exempt per working agreement dated April 28, 1970.

District 8 Clearinghouse (Rogue Valley Council of Governments) Approval: Exempt per working agreement dated December 1, 1970.

Public Hearings: None required under provisions of par. 6c of PPM 20-8.

Access Control: Partial (Limited as to location by installation curbs).

Parking Restrictions: Complete; Parking to be eliminated on Siskiyou Blvd. (Rogue Valley Hwy.) between Ashland St. (Green Springs Hwy.) and Walker Ave.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-w on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Primary System.

RECEIVED
JUL 9 • 1971
FOR FILING

7948

July 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three TOPICS Projects, Item Nos. 35 through 37, which we desire to have included in the Federal-Aid TOPICS Highway Program as established in the 1968 Highway Act.

The project programs contain all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the projects.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

The three projects do not require (1) State and, as applicable, District 1 or 8 Clearinghouses' review and comment under working agreements dated April 28, 1970, September 18, 1970 and December 1, 1970, respectively, and (2) "Public Hearings" under provisions of paragraph 6c of PPM 20-8.

These three projects will have a negative environmental impact based on the fact that the projects will develop increased safety and capacity along the corridor of travel and yet cause no significant detrimental or irreversible effect to the existing character of the area, displace any people or property, affect any recreation lands or increase air, noise or water pollution. We therefore request your waiver, under the provisions of paragraph 3f(3) of PPM 21-18, of the need for the processing of a negative environmental impact report for these three projects.

Item No. 35, Project T-5002(2), involves work on a Federal-Aid Primary Highway and is for the improved movement of traffic on the Rogue Valley Highway (FAP 3). Item No. 36, Project T-5025(9), involves work on a Federal-Aid Primary Highway (FAP 1), Federal-Aid Type II Primary Highways and two Federal-Aid Secondary Highways (FAS 625 and 681) and is for the improved movement of traffic at thirty intersections located on these various highway systems. Item No. 37, Project T-5025(10), involves work on a Federal-Aid Primary Highway and is for the improved movement of traffic on Pacific Highway West (FAP 9). This is to certify that these three TOPICS Projects will have a priority which indicates the improvements, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary, Secondary and Urban Federal-Aid Funds, the projects are being programed under the provisions of paragraph 8d of PPM 21-18 using TOPICS Funds.

Each of these projects contain construction items qualifying as safety improvements under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enclosures

COUNTY & CITY SECTION
MAY 26 1971
ENGR. ✓ COOR. ✓ OE ✓ AE UE
✓ UPE ✓ CE ✓ RE RPE

SALEM, OREGON
May 26, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

TOPICS Project Programming

Ashland, Eugene (2), Portland and Tigard

Attached is programming information for five TOPICS projects.

Highway Commission approval for these projects was received on May 4, 1971, at which time tabulations, summary sheets, and project requests were forwarded to your office.

Also attached is a negative declaration for the Eugene project on the W. 6th Avenue-W. 7th Avenue Couplet.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

ASHLAND

DATE: May 25, 1971

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

CITY: ASHLAND SECTION: Wightman St.-Walker Ave., Siskiyou Blvd.

PROPOSED WORK: Signals, interconnect and channelization

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	58,000	34,800	11,600	11,600	
P.E.	5,000	3,000	1,000	1,000	
		FIELD 2,000		P.S.& E. Preparation	3,000

EXISTING FACILITIES:

Siskiyou Blvd.: 4 lanes-6' median - 70' curb to curb north of Green Springs Hwy.
2 lanes-no median - 37' pavement south of Green Springs Hwy.
No existing curbs south of Green Springs Hwy.

Wightman St.: 2 lanes - 30' curb to curb

Green Springs Hwy.: 2 lanes - 30' pavement

Walker Road: 2 lanes - 34' pavement

PROJECT DATA: Install pretimed traffic control signal on Siskiyou Blvd. at Ashland St. Modify existing traffic control signal on Siskiyou Blvd. at Wightman St. and interconnect with new signal. Install curbs, gutters and storm sewer system on Siskiyou Blvd. between Green Springs Hwy. and Walker Ave. Revise channelization on Siskiyou Blvd. between Green Springs Hwy. and Walker Ave. Construct driveways.

PROJECT NO.: T-5002( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Tentative FAP Type II System approved by FHWA 12-1-70
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 3 (Siskiyou Blvd.) FAP 15 (Green Springs Hwy.)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 8 CLEARINGHOUSE APPROVAL: Exempted 12/1/70
HEARING: Not required.
ACCESS CONTROL: Limited as to location by installation of curbs.
PARKING RESTRICTIONS: Parking to be eliminated on Siskiyou Blvd between Green Springs Hwy. and Walker Ave.
ADT: Requested from John Hanks

10/19/70

FORM 8.90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 14, 1971

To: Mr. L. H. Young
Program and Planning Engineer
S A L E M

SUBJECT: Authority for Survey
Wightman St.-Walker Ave.
Ashland TOPICS Project
Rogue Valley Highway
Jackson County

Enclosed herewith is an Authority for Survey for the Ashland City TOPICS project on Siskiyou Blvd. between Wightman Street and Walker Avenue. This Authority for Survey is to prepare plans and estimate of cost for revising and adding left turn areas and street connections with signalized intersections. This is in accordance with the instructions received from County and City Section. Your approval is recommended.

JOHN QUINER II
Region Construction Engineer

JQII/cw
Enc.
cc Frank Hall
H. S. Cox

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COUNTY & CITY
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5-13 71

Daily Tidings------ 5-5
Ashland

Highway Panel Approves Two Projects Here

The Oregon State Highway Commission Tuesday approved two projects in Ashland.

The commission approved the survey on the Tolman Creek Road-Pacific Highway Section of the Green Springs Highway in Jackson County.

This section, 0.24-mile in length, is an extension easterly of the Park Street-Tolman Creek Road, Ashland Section, which was adopted for right-of-way acquisition on June 2, 1970.

Project plans call for the city street section to have a total of 70 feet between curbs. Estimated cost of construction including right-of-way, is $265,000. Also approved was construction with federal-aid funds and the acquisition of the necessary right-of-way.

The commission also approved five new project requests for federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS), including one for Ashland.

Ashland's request involves signals, interconnection and channelization on the Wightman Street-Walker Avenue Section of Siskiyou Boulevard, estimated at $50,000, of which $10,000 will be the cost to the State.

Mail Tribune------5-10
Medford

Ashland Traffic Project Funds Given Approval

ASHLAND — A project to correct some pedestrian and vehicle traffic problems on Siskiyou Boulevard from Wightman Street to Frances Lane on the southeastern perimeter of Southern Oregon College has been approved for funding by the Oregon State Highway Commission.

The project was one of five in the state requested for Federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS). Total cost of the proposed work is $1,089,000, with the cost to the state being $184,500.

City's Share

City Administrator Brian Almquist said it was necessary for Ashland to include $7,500 in its 1971-72 fiscal year budget as its share — 20 per cent — of the estimated cost of the local project. The balance will be funded by the state and the federal government.

Almquist pointed out that the engineering has not been completed, although it is his understanding that the state is now working on the plans, and that it may be late during the next fiscal year before the state lets bids on the work.

Under consideration are some type of phased-together traffic control signals at the intersection of Wightman Street (there is a signal there now), the intersection of Oregon 66, and the intersection of Frances Lane, and perhaps the widening of the boulevard here and the rearrangement of traffic islands.

Vehicle traffic is heavy in this area because of the three intersections and pedestrian traffic is heavy because of college students walking between the lower and upper campus.

Daily Jnl. of Commerce
Portland----------5-13

Five new projects for traffic safety win state funding

SALEM — The Oregon State Highway Commission has announced approval of five new project requests for federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS), one each for Ashland, Portland, Tigard and two for Eugene.

Portland had a previously approved project increased. Total cost of the projects is $1,089,000, with the cost to the State being $134,500.

Ashland's request involves signals, interconnection and channelization on the Wightman Street-Walker Avenue Section of Siskiyou Blvd., estimated at $50,000, of which $10,000 will be the cost to the State.

Two requests

Eugene has two requests. The first one involves signals, interconnection and widening on the Mill Street-Walnut Street Section of Broadway St. and Franklin Blvd., estimated to cost $210,000, of which $42,000 will be the cost to the State. The second project involves signals and an interconnect system on the Garfield Street-High Street Section of W. 6th Ave.-W. 7th Ave. couplet.

Estimated cost is $105,000, of which $21,00 will be the cost to the State.

Portland's request involves traffic signals at 30 various intersections in the city, at an estimated cost of $530,000, with $106,000 as the cost to the State.

Increase OKd

Portland's increase on a previously approved project involves the SE 12th Ave.-SE 22nd Ave. Section of SE Powell Blvd. relative to grading, paving and a structure, with an increase of $167,000, at no extra cost to the State.

Tigard's request involves signal, upgrading and interconnection on the SW 72nd Ave.-SW Greenburg Road Section of Pacific Highway West, for an estimated $27,500, of which $5,500 will be the cost to the State.

(1971)

Form E-39—2M—5-60

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

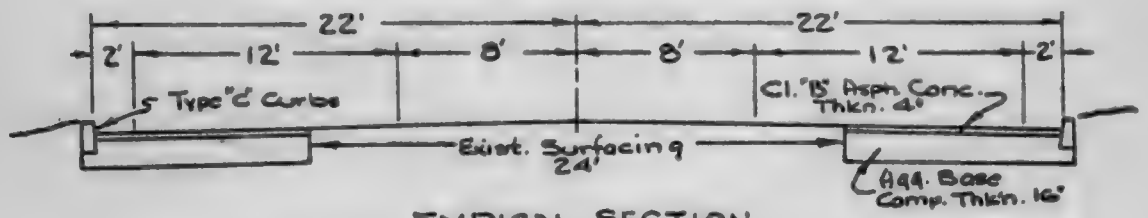
Section Wightman St - Walker Ave. (Ashland Topics) Date May 12, 1971

Highway Rogue Valley Hwy (Siskiyou Blvd) Authorization No. 1 1

County Jackson Survey Prefix 15-0605 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is at M.P. 20.44 on the Rogue Valley Highway which is 1,000 feet northerly of the junction of Green Springs Highway. The southerly terminus is at M.P. 20.91 on the Rogue Valley Highway near Walker Avenue intersection. Length 0.47 mile.



TYPICAL SECTION
GREEN SPRINGS HWY. JNCT-WALKER AVE.

Purpose of survey:

To prepare plans, specifications and cost estimate for grading, paving, curbs, draining, traffic signals and channelization.

Estimate of cost:

Field	(901)	$3,600
Final Design	(905)	1,000
Preliminary Design	(907)	200
Soils	(910)	300
Traffic	(911)	800
Utility	(914)	300
Specifications	(921)	200

T-5002(2)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,400.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by: Everett C. Rogers
Field Engineer

Recommended for Approval: John Quinnett
REG. CONSTR. Division Engineer

Recommended for Approval: R. D. Hall
Design Construction Engineer

Approved: M. K. Laloe
Ass't State Highway Engineer

State Printing 27885

PROGRAM & PLAN. DIV.
P. E. APPR. 7-14-71 BEN GIFFORD
FED. - AID T STATE

TORS

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 10, 1971

To: B. E. Brown
Resident Engineer

SUBJECT: Ashland Topics Project
Siskiyou Blvd. between
Wightman St. and Walker Ave.

Enclosed herewith is the information necessary to prepare an Authority for Survey for the Ashland Topics Project between Wightman Street and Walker Avenue on Siskiyou Blvd. Please prepare a vicinity map of this area and design left turn refuges as indicated on the enclosed map. It will be necessary to prepare an estimate of cost for the curbs and islands and other incidental construction work. Your map should include enough detail so the new street connection for Indiana Street can be shown.

← After P.E. approval. Notified Quiner then Secretary. JH.

Glen Clark, Region Traffic Engineer, can assist you with any additional details.

John Quiner

JOHN QUINER II
Region Construction Engineer

JQII/cw
Enc.
cc Richard Bladorn

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SALEM, OREGON
May 4, 1971

Mr. L. H. Young
Program & Planning Section
BUILDING

TOPICS Projects (6)
Summaries & Tabulation

Attached are summary sheets and a tabulation for six TOPICS projects which were approved by the Highway Commission at the May 4, 1971 meeting.

Please initiate the required Notice of Intent to District 8 for the Ashland project. All of the other projects are exempt from Clearinghouse review.

This office will in the near future forward additional information for programming of these projects with the FHWA.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

May 4, 1971

Mr. Allen A. Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

On May 4, 1971, the Oregon State Highway Commission approved the City of Ashland's request for a Federal Aid TOPICS project on Siskiyou Blvd. Attached for your information is a summary of this project.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

bc: F. B. Crandall
C. T. Keasey

Yellow Copy

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 4, 1971

To: Mr. C. T. Keasey
Region 3 Engineer

BUILDING

SUBJECT: Approved TOPICS Project
Ashland and Eugene

Attached are summaries of three TOPICS projects approved by the Highway Commission at its May 4, 1971 meeting.

Please initiate an "Authority for Survey" for the Ashland project.

Per letter-form agreement, the City of Eugene pays for all preliminary engineering; therefore, survey authorities will not be necessary for the two Eugene projects.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: 1 F. L. Hall (2) (w/att)
2 F. B. Crandall "
3 I. D. Merchant "
4 D. H. Moehring "
5 F. D. Morgan "
6 V. A. Boyd "
6 R. N. Chase "
6 B. L. Gifford "
2 John Hanks "
[redacted] "
1 [redacted] "
5 T. W. Litchfield "
6 C. R. Nelson "
1 [redacted] "
1 [redacted] "
1 [redacted] "
6 F. W. Yarbrough "
X P. V. Riedl (FHWA "

Dick
? Is this really necessary ?
DmH.

1 - ~~5~~ 2
2 - 2
3 - 1
4 - 1
5 - 2
6 - 5
6 = 16

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MAY 5 1971
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SP*62479-784

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
ASHLAND T-5002	Wightman St.-Walker Avenue, Siskiyou Blvd. Signals, interconnection and channelization.	$ 50,000	$ 10,000
EUGENE T-5010	Mill St.-Walnut St., Broadway St. and Franklin Blvd. Signals, interconnection and widening.	210,000	42,000
EUGENE T-5014	Garfield St.-High St., W. 6th Avenue-W. 7th Avenue Couplet. Signals and interconnect system.	105,000	21,000
PORTLAND T-5015	Portland City-wide Traffic Signals. Various city streets (30 intersections). Signals.	530,000	106,000
TIGARD T-5025	S.W. 72nd Avenue-S.W. Greenburg Road, Pacific Hwy. West. Signal, upgrading and interconnection.	27,500	5,500
	TOTAL NEW PROJECTS	$ 922,000	$ 184,500

Increase in Previously Approved Project

PORTLAND	S.E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Blvd. Grade, pave and structure.	$ 667,000 ($400,000 Federal funds)	$ (133,000)
	Amount approved by Highway Commission on July 7, 1970.	500,000 ($300,000 Federal funds)	(100,000)
	TOTAL INCREASE	$ 167,000	$ (33,400)
	TOTAL	$1,089,000	$ 184,500

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,743,000	$2,730,000	$5,413,000
Approved Projects (corrected to date)	2,167,000	--	2,167,000
Unprogrammed Balance	576,000	2,730,000	3,306,000
Proposed Projects: 5/4/71	576,000	513,000	1,089,000
Unprogrammed Balance	--	$2,217,000	$2,217,000

71-c
4/21/71

TOPS

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COUNTY & CITY SECTION
APR 29 1971
☐ ENGR. ☐ GEOL. ☐ TE ☐ GE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

-.

MCE RSB 16//170 4-29-71 4-12 PM

DICK BLADORN - CITY - COUNTY

ASHLAND SURVEY AUTHORIZATION SHOULD ALLOW $2000 FOR FIELD WORK, $2500 FOR TRAFFIC SIGNAL DESIGN, $300 FOR FINAL DESIGN AND $200 FOR SPECIFICATIONS. TOTAL $5000.

CLARK

EB--.

4-30-71
Phoned Riedl - He will go along with Clark but thinks we shouldn't go over 10% - RB

RECEIVED
APR 29 1971
FOR FILING
7948

April 27, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at the May 4 meeting requests from the cities of Ashland, Eugene, Portland, and Tigard for Federal Aid TOPICS projects.

Ashland is requesting approval of a project on Siskiyou Boulevard to install a traffic signal at Ashland Street and to modify the existing traffic signal at Wightman Street. Also included is an interconnect system and some minor channelization. TOPICS funds for this project are estimated at $50,000, of which $10,000 will be the cost to the State.

Eugene is requesting approval of two projects, one for the installation of, or modification of, traffic signals at 27 intersections on the W. 6th Avenue-W. 7th Avenue Couplet and the other for the modification or replacement of traffic signals at seven intersections on Broadway Street and Franklin Boulevard.

The first Eugene project requires the installation of a pretimed traffic control signal at W. 6th Avenue and Charnelton Street, the major modification of the existing traffic control signal at W. 6th Avenue and High Street, overhaul of the existing interconnect system, and minor upgrading of the traffic control signals at 25 additional intersections on the couplet. Federal Highway Administration approval has been received for the City to perform the minor upgrading with their forces. The remainder of the project will be done by contract. TOPICS funds for this project are estimated at $105,000, of which $21,000 will be the cost to the State.

The second Eugene project requires major modification of the existing traffic control signal at Broadway Street and Mill Street, the replacement of the existing traffic control signals at six additional intersections, the widening of Franklin Boulevard at 11th Avenue to add one more lane, and the upgrading of the interconnect system from Mill Street to Walnut Street. TOPICS funds for this project are estimated at $210,000, of which $42,000 will be the cost to the State.

Portland is requesting approval of a project to install traffic control signals at 30 intersections throughout the city along with some minor channelization. TOPICS funds for this project are estimated at $530,000, of which $106,000 will be the cost to the State.

Portland is also requesting that the Federal TOPICS portion of the 17th and Powell project be increased by $100,000. No additional State funds will be required by this approval.

Tigard is requesting approval of a project to pretime and interconnect the existing traffic control signals at four intersections on Pacific Highway West. TOPICS funds for this project are estimated at $27,500, of which $5,500 will be the cost to the State.

Presently there are insufficient TOPICS funds allocated to the cities of Eugene and Tigard to fully cover their requested projects. Eugene's available TOPICS funds will cover 80 percent of their requested projects and Tigard's TOPICS funds will cover 70 percent of their request. There is a good possibility that additional TOPICS funds will be available to these cities by the time these projects reach the construction stage. Therefore, it is proposed that these projects be approved with the expectation that sufficient funds will be available at construction time; however, if this is not the case, the difference between total project costs and available TOPICS funds shall be shared equally by State and City. This would follow our existing policy of equally sharing traffic signal costs on State highways within cities. In the latter case, additional State funds of approximately $18,000 would be required to cover the Eugene requests and $2,500 for the Tigard request.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. We recommend your approval and request authority for the Secretary to sign project agreements for and in your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
R. L. Schroeder
L. W. Rulifson
C. T. Kessey

RB:ljt mr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

April 26, 1971

SUBJECT: Proposed TOPICS Projects (6)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Ashland, Eugene (2), Portland (2), and Tigard.

The total TOPICS funds required are estimated at $1,089,000, of which $184,800 will be the State's share. This will bring the total estimated cost of TOPICS projects approved by the Commission to $3,256,000, which represents 100 per cent of 1970 TOPICS funds and approximately 19 per cent of 1971 TOPICS funds.

If satisfactory, these projects should be presented to the Highway Commission for approval at the May 4, 1971 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

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APR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52475-784

~~[illegible]~~ TOPICS FUNDS
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
ASHLAND	Wightman St.-Walker Avenue, Siskiyou Blvd. Signals, interconnection and channelization.	$ 50,000	$ 10,000
EUGENE	Mill St.-Walnut St., Broadway St. and Franklin Blvd. Signals, interconnection and widening.	210,000	42,000
EUGENE	Garfield St.-High St., W. 6th Avenue-W. 7th Avenue Couplet. Signals and interconnect system.	105,000	21,000
PORTLAND	Portland City-wide Traffic Signals. Various city streets (30 intersections). Signals.	530,000	106,000
TIGARD	S.W. 72nd Avenue-S.W. Greenburg Road, Pacific Hwy. West. Signal, upgrading and interconnection.	27,500	5,500
	TOTAL NEW PROJECTS	$ 922,000	$ 184,500
Increase in Previously Approved Project			
PORTLAND	S.E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Blvd. Grade, pave and structure.	$ 667,000 ($400,000 Federal funds)	$ (133,000)
	Amount approved by Highway Commission on July 7, 1970.	500,000 ($300,000 Federal funds)	(100,000)
	TOTAL INCREASE	$ 167,000	$ (33,400)
	TOTAL	$1,089,000	$ 184,500

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,743,000	$2,730,000	$5,413,000
Approved Projects (corrected to date)	2,167,000	--	2,167,000
Unprogrammed Balance	576,000	2,730,000	3,306,000
Proposed Projects: 5/4/71	576,000	513,000	1,089,000
Unprogrammed Balance	--	$2,217,000	$2,217,000

71-c
4/21/71

Copy in minutes

Dick Unrien TOPS

FORM E.20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 26, 1971

SUBJECT: Further Details of Ashland's Topics Project

To: Mr. C. T. Keasey
Regional Engineer
Roseburg

Some weeks ago this office suggested to the City of Ashland a suitable Topics project to allow monies to be obligated this fiscal year. This resulted from an earlier meeting with representatives of the Bureau of Public Works, County-City, and the writer, in the office of the Ashland City Manager.

The City has now forwarded an application for a multi-facet project to County-City. Mr. Dick Bladorn telephoned and advised that he did not have sufficient detail to approach the Commission for approval.

A sketch map was promised along with a more detailed cost estimate. Also requested was the probable cost of the survey.

Attached is a sketch showing in preliminary form access control curbing, striping, signalization, and treatment of both Wightman and Indiana Streets.

Mr. Alsing, Director of Public Works, Ashland, was contacted to confirm that the College's heating plant was being relocated to allow realignment of Indiana Street. He had been in contact with Southern Oregon College and advised that a new plan for campus development was being reviewed by the College April 26, 1971, and would be presented before the City Council of Ashland April 27, 1971. Final approval of the Board of Higher Education is scheduled for July 26, 1971. Mr. Jim Henshaw, Physical Plant Engineer, who had developed the plan, was contacted.

He stated that the plan called for the relocation of the heating plant building and that such a relocation of Indiana would provide a suitable "Main Entrance" to the campus which they desire. He advised also that Wightman Street would be closed in the overall plan although probably not immediately.

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April 26, 1971

Mr. C. T. Keasey

The attached plan, therefore, shows the ultimate design of this area. Each phase initiated will improve conditions until completed. The first phase would be to control access in the area between ORE66 and Walker Street; to provide painted left turn refuges to the shopping center and bowling alley; signalization of intersection of ORE66 and US99.

The second phase would be relocation of Indiana Street and its inclusion into the existing signal at ORE66. At this same time the cul-de-sac would be constructed severing Wightman thus allowing the completion of the left turn channelization (north to east) at the approaches to ORE66.

The traffic signal envisioned would be a five phase fully actuated type in the final configuration and a three phase fully actuated in the initial installation.

The total cost of the initial phase would be $25,000 for the traffic signal and $32,636 for the curbs and painted left turn refuges. The later phase would involve realignment of Indiana, the removal of the existing Wightman traffic signal, and the severing of Wightman Street.

It should be pointed out that the traffic signal at ORE66 and US99 should be designed with the future four laning of ORE66 in mind.

Glen L Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:ejb
Attach.
cc: F. B. Crandall
Dick Unrein
George Thornton

CITY OF AHSLAND
Proposed TOPICS Project

Wightman Street-Walker Avenue (Ashland) Section, Siskiyou Blvd. (FAP 3). Traffic signals and channelization, $50,000.

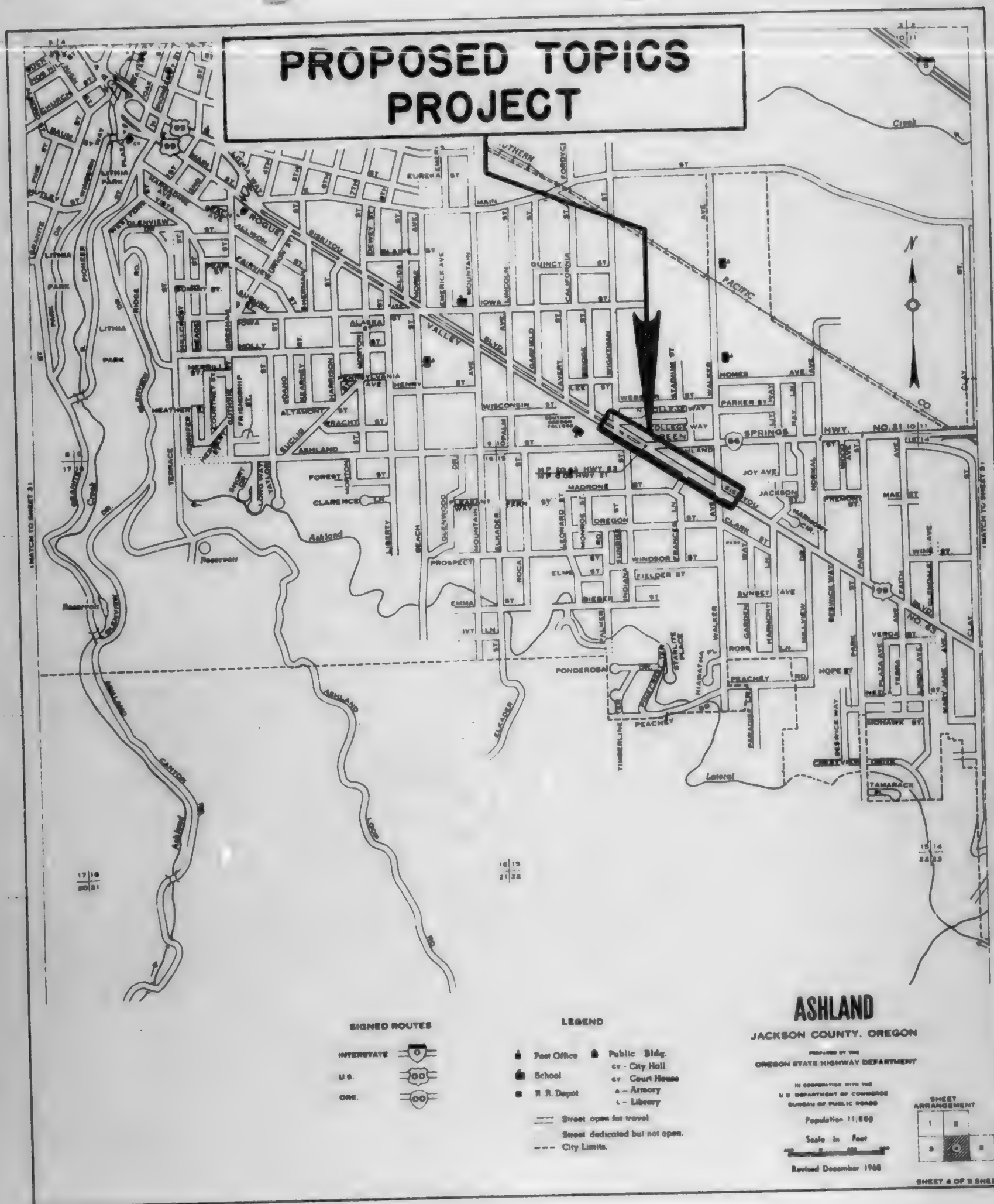
Install multiple-phase pretimed traffic control signal at the intersection of Siskiyou Blvd. and Ashland Street.

Revise existing traffic control signal at the intersection of Siskiyou Blvd. and Wightman Street and interconnect with new signal.

Revise existing channelization to provide turn refuges.

A public hearing will not be required.

PROPOSED TOPICS PROJECT



SIGNED ROUTES

INTERSTATE 5
U.S. 99
ORE. 99

LEGEND

- Post Office
- School
- R.R. Depot
- Public Bldg.
- cv - City Hall
- cv Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 11,660

Scale in Feet

Revised December 1966

SHEET ARRANGEMENT

SHEET 4 OF 5 SHEETS

DICK UNREIN
TOPS

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

April 19, 1971

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
Ashland, Oregon 97520

Dear Mr. Alsing:

This will acknowledge your letter of April 15, 1971 advising this office that you have made application for the Topics Project suggested in earlier correspondence.

We were advised of this by our Salem Office and have been supplying additional information to elaborate upon some of the entries in your application.

It will not be necessary for you to take any further action at this time. The Highway Commission will consider this application May 4, 1971. You will receive notification of their action shortly thereafter. A notice to the Region Clearinghouse of intent to expend Federal Funds will be made and 30 days later, the Federal Highway Administration will be asked to approve the programming of funds for preliminary engineering. At that time, the Authority for Survey will be signed and this office will assign an engineer to the project to develop the necessary field work to develop a plan for contract letting.

Very truly yours,

WENDELL E. SCHWARTZ
Region Maintenance Engineer

WES/cw
cc F. B. Crandall
Dick Unrein
George Thornton

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COUNTY & CITY SECTION
APR 22 1971
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DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

April 15, 1971

Mr. W. E. Schwartz
Regional Maintenance Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Schwartz:

Thank you for your letter of February 16, 1971, concerning a recommended TOPICS project.

The City has made application for the recommended project and would like to proceed with a survey which would provide a base map upon which the various design items could be indicated.

Would you please forward information concerning procedure for authorization?

NOTED
G. L. C.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

skw

Note

6514

City - County Relations Division called 4/16/71 and Requested additional information Conserning the Exact Details of Signalization and New Channelization and Revision of Existing Channelization Refered TO in the Project Application. I said I would work up Skatch, Costs and Rough Rough Design.

Glen L. Clark

RESOLUTION NO. #71-18 4/6/71

A RESOLUTION REQUESTING APPROVAL OF
A PROJECT UNDER THE TOPICS PROGRAM

WHEREAS, the City of Ashland has heretofore approved an agreement with the Oregon State Highway Division to prepare a comprehensive traffic study of the Ashland Urban Area; and

WHEREAS, the City Council has also heretofore approved a map entitled "Proposed Type II System of the Federal Aid Urban Area Network"; and

WHEREAS, a tentative priority system of projects has been developed as a result of said traffic study, and it has been determined that highest priority be assigned to access control on Siskiyou Boulevard (US 99), signalization of the junction of ORE 66, and possible channelization and signal revision of the area between Wightman and Walker Avenues.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF ASHLAND:

1. That the Council hereby approves this project for TOPICS funding.
2. That the State and Federal Highway Administration be requested to approve this project prior to June 30, 1971.
3. That the Mayor and Recorder be authorized to sign the TOPICS Project Request on behalf of the City of Ashland.

The foregoing resolution was duly passed, under a suspension of the rules, at a regular meeting of the Common Council held on the 6th day of April, 1971, the vote being as follows:

Ayes 6
Nays 0

Approved:

Charles H McKeen
Mayor

developed as a result of said traffic study, and it has been determined that highest priority be assigned to access control on Siskiyou Boulevard (US 99), signalization of the junction of ORE 66, and possible channelization and signal revision of the area between Wightman and Walker Avenues.

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Ayes 6
Nays 0

Approved:
Charles H McKeen
Mayor

To all of which I hereby certify:
Robt D. Nelson
Recorder, Acting

TOPS

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

March 31, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed herewith is one copy of a TOPICS Project request.

Some data has been omitted because Ashland's area-wide study has not been completed.

Please advise if further information is required.

Very truly yours,

Allen A Alsing

Allen A. Alsing, P.E.
Director of Public Works

lcr

April 21, 1971
Reviewed with Phil Rindl.
Good TOPICS project. fcp.

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APR 15 1971
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UPE CE RE RPE

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date 30 March 1971

Name of City Ashland, Oregon
Major Street Name Siskiyou Boulevard
Section Name Between Wightman and Walker

Location of Project (Attach sketch map) Length 1,500 ft.
On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Siskiyou Boulevard and Greensprings Highway are both State Highways

General description of proposed project: Access control on Siskiyou Boulevard (US99), signalization at the junction of Greensprings (Ore.66), possibly channelization and signal revision in the overall area between Wightman and Walker Avenue. Concurrent with this application, a request is being forwarded to the Highway Department for a survey and base map for design purposes.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Unknown until design completed

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

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c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: _____
   _____

8. Other Remarks: _____
   _____
   _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Unknown until design completed
   _____
   _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
   a. 120 _____
   b. 240 _____
   c. 480 _____
   d. Series _____

11. Type of Wiring:
   a. Overhead _____
   b. Underground _____

12. Present Illumination: _____

Footnotes:

T-1-69
(rev. 12-70)

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

2. Desired Work: Unknown until design completed

3. Typical Cross Section: _____

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) standard
   b. Exposure standard inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
   a. By City at City Expense? _____
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: None _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 100 ft.
   a. Maximum: 100 ft.
   b. Minimum: 100 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? DNA

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit X xxx and Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 75,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 35,000 - 50,000

3. Date Match Money is Available: July 1, 1971

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ -

_____

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** The City of Ashland has entered into an agreement with the Oregon State Highway Department for a TOPICS Plan. It is anticipated that the plan will be completed and approved within 18 months.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** The area proposed for improvement in this application is highly congested due to the intersection of two major highways, four collector streets, Southern Oregon College traffic, and traffic entering and leaving a major shopping center. Local, residential traffic further congests the streets.

3. **This Project Would Accomplish the Following:** Provide traffic control, left turn movements and channel traffic in a reasonable and safe manner.

This application is not complete unless a sketch map showing the location of the project is attached.

The Ashland, Oregon City Council on the 6th day of April, 1971, adopted Resolution No. 71-18 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Charles H McKenzie
Mayor

By Ralph D. Nelson
Acting City Recorder

T-1-69
(rev. 12-70)

TOPICS Project Request - Supplemental Information

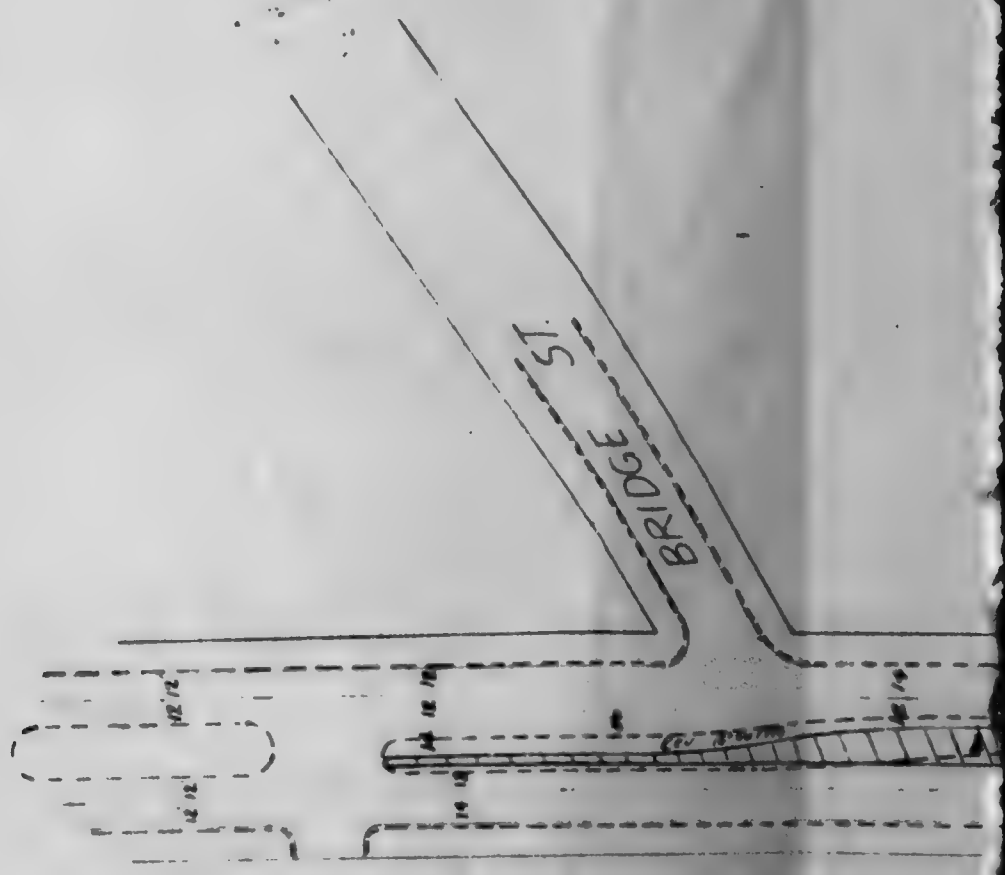
V. Right-Of-Way and Utilities Data

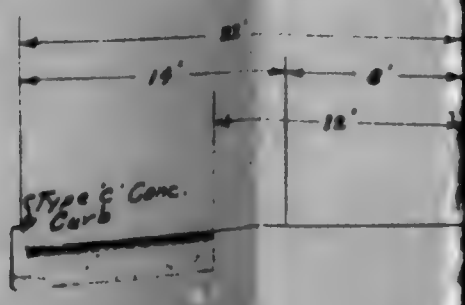
8. Utilities with project limits

Name	Owner	Type	Location
Water	City of Ashland	Cast Iron	N. Side & diagonal
San. Sewer	City of Ashland	Concrete	S. Side
Gas	Cal-Pac Utility Co.	Iron	S. Side
Telephone	PNW Bell	U.G. Cable	N. Side
Electric	City of Ashland	Copper & Alum.	S. Side
Cable TV	Ore. Broadcasting Co.	Cable	S. Side

WIGHTMAN ST. – WALKER AVE. (ASHLAND)
ROGUE VALLEY HIGHWAY

1" = 50' APRIL 1971





TYPICAL SECTION

NOTE: CONST. DATA O
HWY. Taken from
"Ashland - Rocke
Green Springs

Install Signals at
Green Springs Hwy. Thder

Const.
Culdesac

Remove Exist. Signals
Remove Exist. Islands

Remove
Curb

R1W2

Const. Type 'C' Curb - 60'

Curb & Gutter

Const. Type 'C' Curb - 60'

Curb & Gutter

Remove Exist. Island

College
Heating
Plant

Remove Exist.
Const. 18" Sew
Tr Exc.-41

Const.
Connect

INDIANA ST.

100'R
Curve

82'
14'
8'
8'
14'
12'
12'
'C' Conc.
Class 'B' Asph. Conc.-4"
Coarse Base Agg.-1'-0"
Nom. Comp. Thkn.-16"

TYPICAL SECTION
No. 60 - 73150

CONST. DATA On GREEN SPRINGS HWY. Taken from Detail Map Highland - Rialto Interstate Nov 1964 Green Springs Hwy to be Const. By others

Proposed R/W

Proposed Curb

GREEN SPRINGS HWY

Proposed Curb

Motel

Cafe

Const. Driveway

Const. Driveway

Conc. Walk

Shopping Center

BOWLING Alley

Const. Driveway

Const. Driveway

Remove Exist. Island

Gravel

E.P.

Striping

E.P.

E.P.

Const. Type 'C' Conc. Curb 1030'

E.P.

Const. Type 'C' Curb - 100

R/W

Inst. 12" Sewer Pipe - 312
Tr. Exc. - 102 C.Y. Storm

Inst. 12" Sewer Pipe - 310
Tr. Exc. - 102 C.Y. Storm

Storm

Remove Exist. 12" Pipe - 30'
Inst. 18" Sewer Pipe - 30'
Tr. Exc. - 41 C.Y.

Const. Driveway

Storm

Inst. 15" Sewer Pipe - 316
Tr. Exc. - 120 C.Y.

Const. 6'-1" Inlets - 2
Inst. 8" Sewer Pipe - 40'
Tr. Exc. - 10 C.Y. Storm

Const. Driveway

Storm

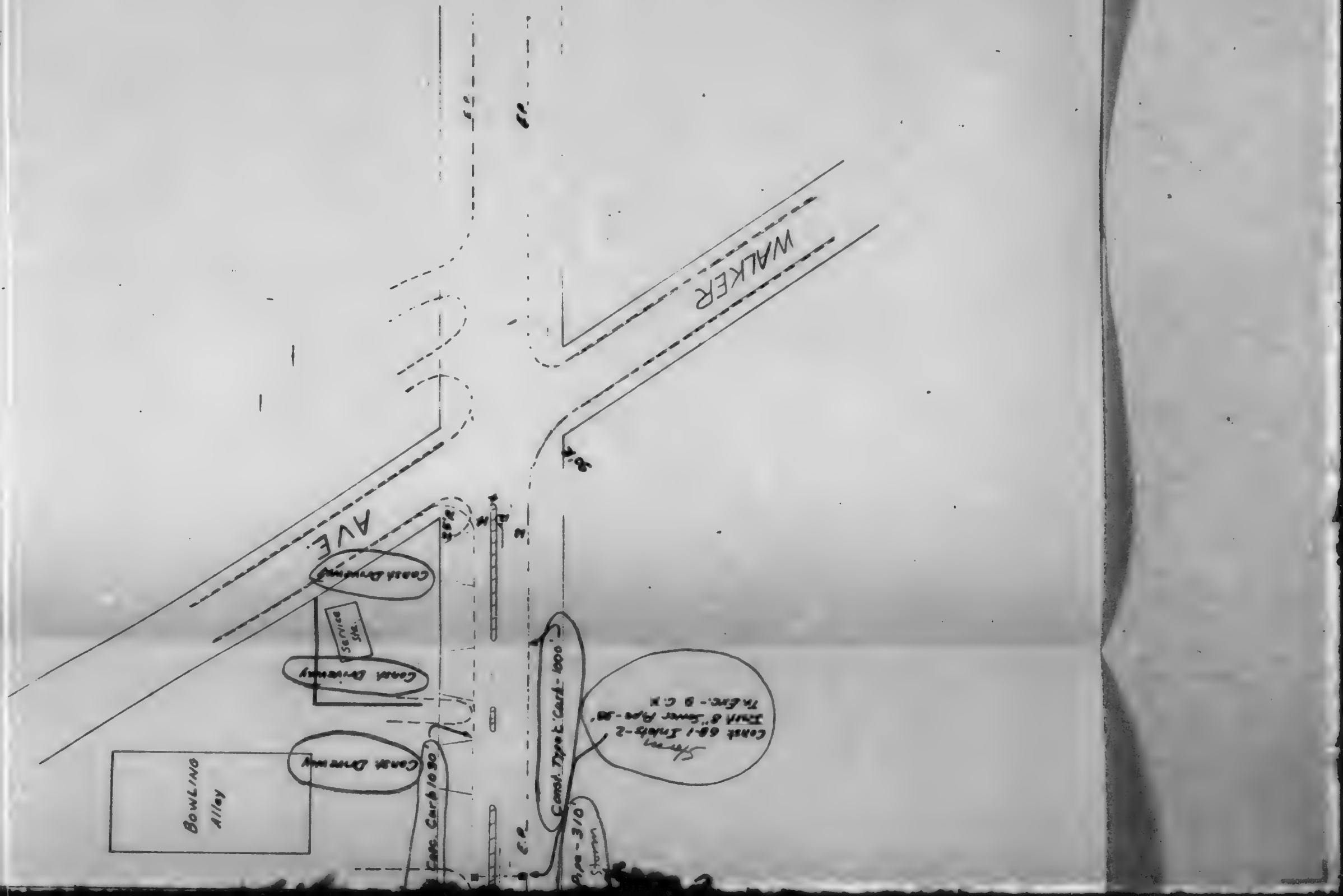
Const. 6'-1" Inlets - 2
Inst. 8" Sewer Pipe - 28'
Tr. Exc. - 9 C.Y.

Const. New Street Connection

Const. Curb

100' R Curve

No Parking between Walker Ave & Green Springs Hwy.


WALKER
AVE.
Service Sta.
Bowling Alley
Curb 10.30'
Concr. Type E Curb - 1800'
Pipe - 3/0'

Dick Unrein

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

February 16, 1971

Mr. Brian L. Almquist
City Administrator
City Hall
Ashland, Oregon 97520

Dear Mr. Almquist:

Mr. Clark of this office indicated to you at a meeting Wednesday, December 9, 1970, concerning the TOPICS areawide study that a suggestion would be made for a project suitable for immediate application so funds might be allocated prior to the end of the current fiscal year.

It would be our suggestion that access control on Siskiyou Boulevard (US99), signalization of the junction of ORE66, possible channelization and signal revision be undertaken as a possible project for the overall area between Wightman and Walker Avenue.

If such an application is made, we would envision an Authorization for Survey which would provide a base map upon which access control curbing, painted or physical channelization could be designed, signalization proposed, signal revision of Wightman and Treatment of Indiana Street. This project would probably be in the range of $30,000 to $50,000 depending on the extent of work undertaken.

A collision diagram is attached for that area discussed in relation to the shopping center.

If you have any questions, please feel free to contact this office.

Very truly yours,

W. E. Schwartz
REGIONAL MAINT. ENGINEER

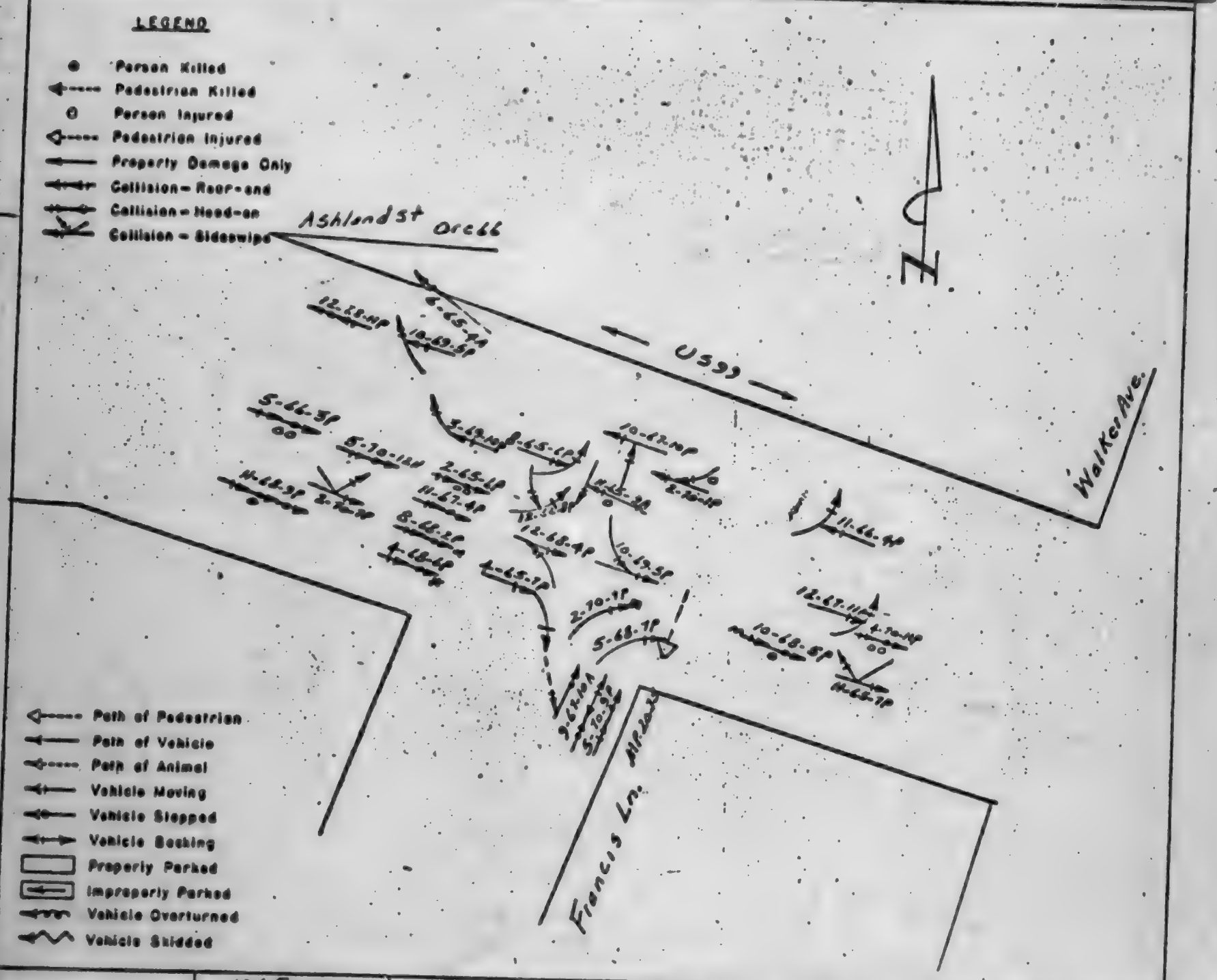
GLC:cc
attach.
cc: F. B. Crandall
Dick Unrein
George Thornton

RECEIVED
COUNTY & CITY SECTION
FEB 17 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of Rogue Valley Hwy. and Green Springs Hwy. to Walker Ave. MP 20.61 to M.P. 20.84
Highway Number 63 (US99)
Period Covered 1-1-65 to 9-30-70
Compiled by VE Drawn by _____ Date 12-31-70

LEGEND
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Collision Type	1965-1966				1967-1968				1969				9 Months 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1		1			1	1												
Head-on																		1	1	2
Rear-end		2	1	3		2	4	6			1	1		1	2	3		5	8	13
Sideswipe			1	1											1	1			2	2
Turning Movement			3	3			2	2			2	2		1		1		1	7	8
Parking																				
Non-collision			1	1															1	1
Fixed Object															1	1			1	1
Pedestrian						1		1										1		1
Backing							1	1											1	1
Misc.																				
TOTAL		3	6	9		3	8	11			3	3		2	4	6		8	21	29

Form E-261-6-70

7949 Franklin Blvd. at 11th Ave. 1973
(Eugene) Sec., Pac. Hwy. W.
(Grading and paving)

7.949.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 11-146		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Lane
MODIFICATION NUMBER: 2	11-24-75	Project Number: T-5010(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 24, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 47,077.00	$ 53,511.00
Federal funds	$ 28,901.65	$ 33,514.40
Other revisions		

This modification is made for the following reasons:

To include additional approved items and increase in quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of November, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green *(Division Administrator)*

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 695-813

Oregon State Highway Division
Salem, Oregon, November 20, 1975

Federal-aid Project
No. T-5010(8)

FRANKLIN BOULEVARD AT 11TH AVENUE (EUGENE) SECTION
PACIFIC HIGHWAY WEST
LANE COUNTY

Revised Project Agreement Estimate.

Type Code Y008
Channelization

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Removal of Structures and Obstructions	All Required		6,832.00
General Excavation	700 cu.yd.	3.02	2,114.00
Furnishing and Placing Topsoil	322 cu.yd.	7.50	2,415.00
Class "C" Asphalt Concrete	1,060 ton	10.66	11,299.60
8-inch Sewer Pipe	16 lin.ft.	20.25	324.00
Concrete Inlets, Type CG-1	1 only	285.00	285.00
Concrete Walks	505 sq.yd.	8.51	4,297.55
Concrete Curbs	95 cu.yd.	68.00	6,460.00
Irrigation System	All Required		1,724.00
Sod Lawn	All Required		1,700.00
			$41,451.15

Additional Items

Flagging	All Required		$ 450.00
Permanent Striping	All Required		100.00
Temporary Striping	All Required		100.00
Erosion Control	All Required		100.00
PA#4 - Additional Sod Lawn	4,500 sq.ft.	0.60	2,700.00
PA#5 - Move In and Out	Lump Sum		355.00
PA#5 - Remove Curb and Gutter	Lump Sum		360.00
PA#5 - Concrete in Curbs	4.26 cu.yd.	68.00	289.68
PA#5 - Class "C" Asphalt Concrete	28.76 ton	10.66	306.58
PA#6 - Add'l Irrigation System	Lump Sum		638.46
EWO#1- Remove Pavement and Adjust Manholes	All Required		2,384.55
			$ 7,784.27
	Subtotal		$49,235.42
	10% Engineering		4,275.58
	Total		$53,511.00

Length of Roadway - - - - - 0.00 Mile

Federal Funds - - - - -

Oregon State Highway Division
Salem, Oregon, June 4, 1975

Federal-aid Project
No. T-5010(8)

FRANKLIN BOULEVARD AT 11TH AVENUE (EUGENE) SECTION
PACIFIC HIGHWAY WEST
LANE COUNTY

Revised Project Agreement Estimate.

Type Code Y-008
Channelization

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Removal of Structures and Obstructions	All Required		6,832.00
General Excavation	700 cu.yd.	3.02	2,114.00
Furnishing and Placing Topsoil	100 cu.yd.	7.50	750.00
Class "C" Asphalt Concrete	1,060 ton	10.66	11,299.60
8-inch Sewer Pipe	16 lin.ft.	20.25	324.00
Concrete Inlets, Type CG-1	1 only	285.00	285.00
Concrete Walks	450 sq.yd.	8.51	3,829.50
Concrete Curbs	95 cu.yd.	68.00	6,460.00
Irrigation System	All Required		1,724.00
Sod Lawn	All Required		1,700.00
			$39,318.10

Additional Items

Flagging	All Required		$ 450.00
Permanent Striping	All Required		100.00
Temporary Striping	All Required		100.00
Erosion Control	All Required		100.00
P.A. 4 Additional Sod Lawn	4,500 sq.ft.	0.60	2,700.00
			$ 3,450.00

Subtotal	$42,768.10
10% Engineering	4,275.90
Total	$47,077.00

Length of Roadway - - - - - 0.00 mile

Federal Funds -	$28,901.65
State Funds -	9,087.67
City Funds -	9,087.68
Total	$47,077.00

Group 1 - 100%

Contract No. 7949

Prefix No.: 20-0609

STATE COPY

MONTHLY TRANSACTION NUMBER 6-101	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Lane
MODIFICATION NUMBER 1		PROJECT NUMBER T-5010(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 24, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 44,074	$ 47,077
Federal Funds	$ 28,026	$ 28,901.65
Other revisions		

This modification is made for the following reasons:

To include additional approved item

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of June, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

7949 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 10-51

PROJECT REPORT NO. 5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-24-73

STATE Oregon

COUNTY Lane

PROJECT NO. I-5010(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 Franklin Blvd. at 11th Ave. (Eugene)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-5-73	0.0
OTHER *(Specify)*		

FUNDS

Pro rata 63.59%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 44,074	$ 28,026

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

G. L. Green

Date executed by Division Engineer OCT 24 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 5-4-71.

Oregon State Highway Division

Federal-aid Project
No. T-5010(8)

FRANKLIN BOULEVARD AT 11TH AVENUE (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, October 12, 1973

Project Agreement Estimate.

Type Code Y-008
Channelization

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Removal of Structures and Obstructions	All Required		6,832.00
General Excavation	700 cu.yd.	3.02	2,114.00
Furnishing and Placing Topsoil	100 cu.yd.	7.50	750.00
Class "C" Asphalt Concrete	1,060 ton	10.66	11,299.50
8-inch Sewer Pipe	16 lin.ft.	20.25	324.00
Concrete Inlets, Type CG-1	1 only	285.00	285.00
Concrete Walks	450 sq.yd.	8.51	3,829.50
Concrete Curbs	95 cu.yd.	68.00	6,460.00
Irrigation System	All Required		1,724.00
Sod Lawn	All Required		1,700.00
			$39,318.10

Additional Items

Flagging	All Required	$ 450.00
Permanent Striping	All Required	100.00
Temporary Striping	All Required	100.00
Erosion Control	All Required	100.00
		$ 750.00

Subtotal	$40,068.10
10% Engineering	4,005.90
Total	$44,074.00

Length of Roadway - - - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - - -	$28,026.00
State Funds - - - - - - - - - - - - - -	8,024.00
City Funds- - - - - - - - - - - - - - -	8,024.00
Total	$44,074.00

Group 1 - 100%
Contract No. 7949
Prefix: 20-0609

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

P.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 9-12-75

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. I-5010(8)

VOUCHER PERIOD: FROM 9-8-75 TO 9-12-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$63,118.36	$52,713.73	63.65%	$33,552.29	$33,562.29	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Shoeg
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Franklin Blvd. at 11th Ave. (Eugene) Section					
	Lane County					
	Construction					
	Type Code YOCN					
	Channelization (Contract # 7949)					
	Final Contract Payment Summary		**Lump Sum**		**$50,150.22**	
	Total Construction Cost				**50,150.22**	
	Construction Engineering					
	State		**All Required**		**2,563.51**	
	Total Participating Cost				**52,713.73**	
	Nonparticipating Items					
	Interest paid to contracter		**All Required**		**98.91**	
SPC	**#1 Striping by County Forces**		**All Required**		**212.83**	
	Construction Engineering		**All required**		**92.91**	
	Total Nonparticipating Cost				**404.65**	
	Total Cost				**$53,118.38**	

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—521-266/5023 3-1

Summary of Completed Federal-Aid Work

Franklin Boulevard at 11th Avenue (Eugene) Section

T-5010(8)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Channelization	Y008	$53,118.38	$33,552.29	0.00 Mile

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR / WARRANT NUMBER	PAYEE	VOUCHER DATE	TOTAL AMOUNT
	Shur-Way Contractors, Inc. P.O. Box 1908 Eugene, OR 97401	3/6/75	$ 2,393.07

CONTRACT NO.	ESTIMATE NO.	
7949	7F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.
PERIOD COVERED: to 7/1/14		This final claim has been authorized in the above amount.
APPROVED:		
DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

_____ (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____ (Signature)

CONTRACT NO. 7949 | ESTIMATE NO. 7 | PREFIX NO'S.

FEDERAL AID PROJECT NO. I 5010008

NE)

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
100.0000	100.000	4000.00	4000.00	
32.0000	100.000	6832.00	6832.00	
3.0200	658.920	1989.94	1988.55	1.39
7.5000	322.000	2415.00	2415.00	
10.6600	1,083.460	11549.60	11557.15	7.47-
20.2500	12.000	243.00	232.88	10.12
85.0000	1.000	285.00	285.00	
8.5100	505.070	4298.15	4298.15	
68.0000	99.410	6759.88	6759.88	
24.0000	100.000	1724.00	1724.00	
00.0000	100.000	1700.00	1700.00	
40.0000	1.000	440.00	440.00	
1.7900	490.560	878.10	877.10	1.00
.6000	4,502.000	2701.20	2701.20	
55.0000	100.000	355.00	355.00	
69.0000	100.000	360.00	360.00	
68.0000	4.260	289.68	289.68	
10.6600	28.760	306.56	306.58	
38.4600	100.000	638.46	638.46	
		2384.55	2384.55	
		Total Cost $50,150.22		
Est Cost $0.22				
TOTAL CONTRACT ITEMS		47765.67	47760.63	5.04
ED ON CONTRACT ITEMS			2,388.03	2,388.03
FORCE ACCOUNT		2384.55	2384.55	
TOTAL PAYMENTS		50,150.22	47,757.15	2,393.07

FORM 81-734-1020X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81 734-1020

COUNTY: LANE

HIGHWAY: PACIFIC WEST

SECTION: FRANKLIN BLVD AT 11TH AVE (EUGENE)

CONTRACT NO: 7949

ESTIMATE NO: 7

FEDERAL AID PROJECT NO: F 5010008

PREFIX NO'S.

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
002	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	6832.0000	100.000	6832.00	6832.00	
003	1P GENERAL EXCAVATION	CU YDS	3.0200	658.920	1989.94	1988.55	1.39
004	1P FURNISHING AND PLACING TOPSOIL	CU YDS	7.5000	322.000	2415.00	2415.00	
005	1P CLASS C ASPHALT CONCRETE	TONS	10.6600	1,083.460	11549.68	11557.15	7.47-
006	1P 8-INCH SEWER PIPE	LIN FT	20.2500	12.000	243.00	232.88	10.12
007	1P CONCRETE INLETS TYPE CG-1	ONLY	285.0000	1.000	285.00	285.00	
008	1P CONCRETE WALKS	SQ YDS	8.5100	505.070	4298.15	4298.15	
009	1P CONCRETE CURBS	CU YDS	68.0000	99.410	6759.88	6759.88	
010	1P IRRIGATION SYSTEM	LUMP SUM	1724.0000	100.000	1724.00	1724.00	
011	1P SOD LAWN	LUMP SUM	1700.0000	100.000	1700.00	1700.00	
	PRICE AGREEMENT ITEMS						
30201	1P 1 1/2 A CURB INLET	EACH	440.0000	1.000	440.00	440.00	
30301	1P 3/4IN CRUSHED ROCK UNDER WALK	SQ YD	1.7900	490.560	878.10	877.10	1.00
30401	1P ADDITIONAL SOD LAWN	SQ FT	.6000	4,502.000	2701.20	2701.20	
30501	1P MOVE IN & OUT CURB CONST	LUMP SUM	355.0000	100.000	355.00	355.00	
30502	1P REMOVE CURB & GUTTER	LUMP SUM	360.0000	100.000	360.00	360.00	
30503	1P CONCRETE CURBS	CU YD	68.0000	4.260	289.68	289.68	
30504	1P CLASS C AC CONCRETE	TON	10.6600	28.760	306.58	306.58	
30601	1P ADDITIONAL IRRIGATION SYS	LUMP SUM	638.4600	100.000	638.46	638.46	
	FORCE ACCOUNT ITEMS						
801	1P REMOVE AC & PC PAVEMT-ADJMANHOLES				2384.55	2384.55	

Type Code	1P Constr. Cost	Total Cost
Y008	$50,150.22	$50,150.22

TOTAL CONTRACT ITEMS	47765.67	47760.63	5.04
% RETAINED ON CONTRACT ITEMS	-	2,388.03	2,388.03
FORCE ACCOUNT	2384.55	2384.55	
TOTAL PAYMENTS	50,150.22	47,757.15	2,393.07

DATE: 01 05 75 PG. 01 7949

PREVIOUS VOUCHER NO: 30089

CHECKED BY: JP-dm

ENGINEER OR AUDITOR: Jack Guthrie

1949

STATE COPY

9 8 75

cc: CSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon
DATE OF REPORT: 9-8-75	REPORT MADE BY: R. Schimelfenyg, Asst. Engr. Trainee		PROJECT NO.: T-5010(8)
COMPLETION DATE: 7-1-74	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED %	CONTRACT TIME
APPROVED EXTENSIONS: None	LOCATION: See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

SEP 12 1975

FRANKLIN BOULEVARD-11TH AVENUE (EUGENE)
PACIFIC HIGHWAY (WEST)

Final inspection on this project was made 12-5-74 by T. P. Lowe, Washington Area Engineer, FHWA in company with Ellis Jones, Resident Engineer, CSHD.

The project consisted of replacing existing traffic control signals and widening one intersection to provide a left turn lane. The work was completed on July 1, 1974.

RECEIVED
SEP 15 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER
9-15-75
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original signed by G. K. Hossner Dist. Engineer	
TITLE: ~~T. P. Lowe~~ Area Engineer	DATE: 9-9-75	TITLE: ~~G. K. Hossner~~ District Engineer	DATE: SEP 12 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PRC 20-7 and PRC 20-8)

CARD ALL — *To be completed by Washington Headquarters Personnel*

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–34

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Lane	T-5010(8)	X /

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED / DATE COMPLETED / TOTAL NO. BRIDGES
		CONSTRUCTION TYPE CODES		Y-008		October 22, 1973
	20	FINAL CONSTRUCTION COST	DOL.	50,363		July 1, 1974
	21	LENGTH OF PROJECT	MILES	0.19		0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

CARD B					
	30	LABOR	TOTAL MAN HOURS: 1853	GROSS EARNINGS: 12,414.00	
	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	12,181	
	9	PETROLEUM PRODUCTS	GAL.	453	
	1	CEMENT	BBL.		
CARD C	2 / 92	AGGREGATES PURCHASED	TON. / CU. YD.	513	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	128	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,115	
	15 / 95	AGGREGATES PRODUCED	TON / CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	125	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

ITEM		
13	CONCRETE PIPE	
	8"	12

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	

CARD M

ITEM		
26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

7949

August 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5010(8)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7949, Work Completed July 1, 1974

Project Franklin Blvd. @ 11th Ave. (Eugene)

Highway Pacific West

County Lane

Acceptance: Transportation Commission February 25, 1975

Federal Highway Administration December 5, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DL:bz

cc: Richard Hacek
R. D. Church

OREGON STATE HIGHWAY DIVISION

CON 5-7949

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 25, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

July - per Vince's office

Contract No. 7949, Work Completed ~~January~~ 1, 1974

Project Franklin Blvd. at 11th Ave. (Eugene)

Highway Pacific West County Lane

Type of Work Grading and Paving

Contractor Shur-Way

Recommended Acceptance Date February 25, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
F. B. Klaboe
STATE HIGHWAY ENGINEER
DATE: 2-26-75

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

2/27 letter written for

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7949

March 12, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 27, 1975, we wrote to you concerning release of final payment on Contract No. 7949 awarded to Shur-Way Contractors, Inc., for work on Franklin Boulevard at 11th Avenue in Eugene (Pacific Highway West) in Lane County.

Final payment on this contract is $2,393.07 and the total contract amount is $50,150.22 including $2,384.55 for work performed under force account.

Very truly yours,

G. W. Head
[redacted] SERVICES

[redacted]
[redacted]
Shur-Way Contractors, Inc.
P.O. Box 1900
Eugene, OR 97401

C. T. Keasey
Walt Hart
V.E. Skoog Attn: Dick Hacek
Alfred Shirley

7949

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 20, 1975

TO Oregon State ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Shur-Way Construction Inc.
Franklin Blvd. @ 11th Ave. (Eugene)
Contract No. 7949
Request for Authorization Increase

An overrun of $6,475.73, or 14%, is now apparent on this recently completed TOPICS project.

The project covers curb and channelization changes on about a 1,000-foot segment of Franklin Boulevard with two other street intersections. It includes topsoil, drainage, irrigation system and sod lawn work, along with curbs, walks, and paving. Several plan and quantity changes accumulated to cause the excessive overrun. Changes in the configuration of the two median islands increased the curb and sod lawn items, which account for almost $4,500 of the added cost.

Your approval of a $6,475.73 increase to a new total authorization of $52,353.70 is requested.

This item will be on the agenda for your February 26 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Alfred Shirley, Jr.
Jack Graham
Gary Sund

JAB:fr ms

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7949

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 18, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Franklin Blvd. @ 11th Ave. (Eugene)
Contract No. 7949
Project Overrun

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith Form E-372 showing an overrun of $6,475.73, or 14 percent for a new total project cost of $52,353.70. This is a topics project on which the construction engineering was provided by the City of Eugene. Shur-way Contractors, Inc. was the contractor.

The project covers curb and channelization changes on about a 1,000 foot segment of Franklin Blvd. with two other street intersections. It includes topsoil, drainage, irrigation system and sod lawn work, along with curbs, walks and paving. The form itemizes the several plan and quantity changes which accumulated to the excessive overrun. The sod lawn adjustment is the largest overrun item and is covered by a price agreement for $2,701. Although this was a lump sum contract bid item, the plans included approximate square footage for the lawn work. This was in the two median islands and the actual lawn needed overran some 59 percent in area due to changes in the island configurations and an apparent low estimate in the first place. Changes in the island configurations are covered by another price agreement which added almost $1,800 in curb removal and replacement.

On these smaller projects involving a variety of work but with no quantity allowances anymore, it only takes one or two significant changes to put us in an overrun situation. The project was completed in October.

A rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
FEB 19 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

T-5010(8) 2-10-75

Project Name Franklin Blvd. at 11th Avenue Contract No. 7949

Highway Pacific Highway West Prefix No. 20-0609

County Lane F. A. No. T-5010(8)

Final inspection made on 11-16-74 (date) by J. X. Wilson

in company with Ellis Jones

CHECK LIST

Date		Date	
10-18-74	Construction signs removed.	N/A	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.	With Semi-final	Division materials certification submitted.
10-18-74	Contractor removed equipment from project.		
10-18-74	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

This was a topics project administered by the City of Eugene. Workmanship and finished appearance are adequate. We had many problems with the administration of change orders because of the city's lack of knowledge of proper procedures. This should be resolved on future projects.

All contract work on this project has been completed and recommendation is made for acceptance on 11-16-74 (date). The semi-final estimate will be submitted about 12-10-74 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
FEB 10 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

J. X. Wilson (signed)

Regional Const. Engineer (title)

#7949 5 12-5-74

STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lane	Oregon

IN COMPANY WITH: Ellis Jones, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-5-74	T. P. Lowe, Area Engineer	T-5010(8)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory		100

COPY SENT

FEB 13 1975

Washington

FRANKLIN BLVD. @ 11TH AVENUE (EUGENE)
PACIFIC HIGHWAY (WEST)

A brief windshield observation was made of the completed work. The Resident Engineer said the project had been completed in substantial conformance with the contract requirements. Therefore, based on our acceptance of the State's process for administering contracts, I recommend acceptance of the project.

RECEIVED
FEB 13 1975
Office of
Assistant State Highway Engineer

FILED
H.S. COULTER

2-13-75
cy sent.

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7-147

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 26, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G.L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5010(8)

FROM for C.T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7949, Work Completed July 1, 1974

Project Franklin Blvd. at 11th Ave. (Eugene)

Highway Pacific West

County Lane

RECEIVED
STATE HWY ENGr
FEB 12 '75
REFER TO
Only
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 5, 1974

for G. L. Green
Division Engineer

TPLowe:cst

7747

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: EUGENE	WEEK ENDING: 7-6-74	
	SECTION PREFIX: 20-0609	
HIGHWAY: PACIFIC WEST	COUNTY: LANE	
NAME OF JOB: FRANKLIN BLVD @ 11TH AVE	KIND OF WORK: GRADING & PAVING	
CONTRACTOR: SHIRWAY	CONTRACT NUMBER: 7949	FEDERAL AID PROJECT NUMBER: F-5010 (8)
DATE OF CONTRACT: OCT 22 1973	DATE WORK STARTED: OCT 29, 1973	ESTIMATED COMPLETION DATE: JUNE 18, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: HEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED / CALENDAR DAYS USED: 114
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 76
PROJECT AUTHORIZATION: $45,877.97	ENGINEERING AUTHORIZATION: $4006.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90
EXCLUSIVE OF ENGINEERING: $41,871.16	ENGINEERING COST TO DATE: $400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 79
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $40,068.16		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 45 %	PERCENT OF AUTHORIZATION . . . . . 10 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100				100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM		PAVING
MILES IN PROJECT			0.19					0.15
MILES PARTIALLY COMPLETED			0.19					0.19
MILES COMPLETED			0.19					0.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)			8.00					1060
TOTAL QUANTITIES CORRECTED TO DATE			8.00					1090
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			8.00					1090
AVERAGE DAILY QUANTITIES			—					—
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0					0
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK: PICKUPS, TRUCKS

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	CLOY	1		
MONDAY 1	"	1		
TUESDAY 2	"	1		
WEDNESDAY 3	CLEAR	1		
THURSDAY 4	"	1		
FRIDAY 5	RAIN	1		
SATURDAY 6	"	1		

Routing
Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Scofield, Glenn, Berg

RECEIVED
JUL 10 1974
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	NO WORK
MONDAY 1	FINISH SOD WORK
TUESDAY 2	NO WORK — CLEANUP LETTER TO CONTRACTOR
WEDNESDAY 3	NO WORK
THURSDAY 4	NO WORK HOLIDAY
FRIDAY 5	NO WORK
SATURDAY 6	NO WORK

REMARKS

SIGNED Thomas C. Kelly LOCATION CITY HALL EUGENE

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7144

Mr. R. E. Johnson

R

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

Raymond Claim

RECEIVED
STATE HWY ENGR
JAN 29 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 29, 1974

Mr. Richard A. Franzke
Davis, Biggs, Strayer, Stoel & Boley
Law Offices - 23rd Floor
900 S.W. 5th Avenue
Portland, Oregon 97204

Re: Raymond International, Inc., v. State of Oregon
Marion County Circuit Court No. 64711 (L-5668)
Contract No. 7949 - Astoria Bridge

Dear Mr. Franzke

We have reviewed your settlement proposal of the above-mentioned case for the sum of $185,747.45, as outlined in your letter of January 24, 1974 to Mr. Johnson. We have rechecked our pertinent calculations as well as reviewing the data forwarded with your letter.

We are unable to recommend to the Transportation Commission your outlined settlement. The following is a review of our principal points of difference.

R A C - 1#

First, we suggested the possibility of compromising this claim on the basis of a total settlement of $100 per yard for the disputed pours. This is $35 per yard in addition to the amount previously paid which would total $25,210, rather than the $35,000 set out in your summary.

We feel that you have not adequately analyzed the liability issue on this claim. When the contract provisions for the "pay items" for tremie concrete are carefully examined with reference to the disputed pours, and when the priority of the contract documents and plans are carefully considered; it becomes apparent the State's basic position is sound.

We have suggested for discussion purposes that you may have incurred extra costs when the disputed pours were made in

the dry. We also discussed the relative ease of the disputed pours compared to the balance of the "class A" pours under these pay items. Our proposal on this calim recognizes those factors.

Although we would consider any other proposal more nearly in line with our position, we can in no way justify payment of this item in the amount requested.

R A C - 4#

As pointed out during our discussions, it is our position that we have no legal obligation to pay any part of this claim. The extra rock placed at these piers is a part of Raymond's construction proceedures. Payment of any amount can be justified only on the basis that the State received some benefit from the rock during our subsequent riprapping contract at these piers.

R A C - 6(d), 6(e) and 7#

Your analysis of our position on these three claims is correct.

R A C - 9#

We seem to be progressing "backward". The $44,500 discussed at our two meetings is now set out at $53,215.65. Be that as it may, we cannot reconcile your calculations or quantity. The top of the seal dimensions were measured while the cofferdam was dewatered. Your calculations do not seem to assume the measured size. Assuming that the dimensions of the seal increase from top to bottom, it is our belief that you are using too great an angle in your calculations. From our measurements and our knowledge of the sheet pile driving and the removal of sheet piling data, that angle is substantially less than the angle used in your calculations. We could probably go along with the $44,500 considering this as a separate item. Incidentally, we are still somewhat reluctant to include the 1,000 yards of aggregate in this claim in view of your contractual obligation to protect the work from the elements during construction.

R A C - 14 and 15#

As stated in our discussions, these are compromise items as far as we are concerned.

In the last paragraph of your letter you refer to the delay of this case during the lengthy "DeLong Trial". It has been my understanding this was for the mutual benefit of the parties. In view of the fact that R A C - 13# has been resolved, the wait seems justified both for the State and for Raymond International.

Most, if not all, of your claims are unliquidated. Thus, it would seem that an award of interest would not be the factor in the event settlement is not possible and you recovered a judgment for some amount.

However, we do sincerely appreciate the cooperation of Raymond International and of your ofice during the pendency of these claims and this case. We also appreciate the cooperation shown by you and Mr. Frail during our discussions of the claims.

We concur that a settlement, if possible, should be on an overall lump sum basis. We too, have no desire to haggle and have resisted the temptation of suggesting that we "split the difference". Instead, we have calculated a maximum counter proposal that we can recommend. We will recommend to the Transportation Commission the final full settlement of these claims and litigation for the total sum of $150,000. If the amount is acceptable to your client, please advise me so that Commission approval can be obtained.

Sincerely

Leslie B. Hampton
Assistant Chief Trial Counsel

am
cc: A. E. Johnson
H. Scott Coulter
Bob Ellison

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
LAW OFFICES
TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380
CABLE ADDRESS: HARTPORT

CHARLES A. DENT
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES R. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
ROBERT H. HUNTINGTON
DAVID G. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. SULLARD
ROBERT L. RIDGLEY
RICHARD A. FRANZKE
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JIM D. KORSHOJ
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WILLIAM F. MARTSON, JR.
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RICHARD M. SOTTERI
LESTER V. SMITH, JR.
PHILIP RUBIN
THOMAS R. NICOLAI
JON W. NICKEL
WILLIAM A. MASTERS
DOUGLAS B. GORDON
ROBERT L. NASH
FRANK JOSSELSON
RICHARD C. JOSEPHSON

January 24, 1974

RECEIVED
STATE HWY ENGR
JAN 25 '74
REFER TO
FOR
Info | Haves | R/D | D/R | Sign | Act | File

Mr. Al Johnson
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Al:

Re: Raymond International, Inc. v. OSHD
(Astoria Bridge Claims)

At the conclusion of our meeting yesterday, it was agreed that we would review each of our claims, try to locate some additional supporting data with respect to two of them, and then submit to the Highway Division a summary indicating the amount for which we would be willing to settle the entire case. It was understood by both sides that although an amount would be indicated for each claim, the settlement proposal was for the total package and not on a piecemeal basis.

The two claims with respect to which your people sought additional information were 6D and 6E. In addition, our figures did not agree with yours with respect to the overrun in concrete quantities in the coffer dam at Pier 169 (claim No. 9).

With respect to claim 6D, we are submitting herewith a copy of a letter dated June 14, 1965 written by our project manager, which summarizes the events which give rise to this claim. We are also submitting detailed payroll and equipment records which support the amount of the claim. Similar back-up data is submitted for claim 6E.

We are unable to reconcile your computation of the overrun quantity in the Pier 169 coffer dams. We suspect that the difference arises from the fact that OSHD did not take into

account correctly the batter of the piling and/or the distance between the sheets and the walers. As you can see from the enclosures, the Raymond people made a very detailed calculation of the dimensions of both coffer dams and we are quite confident that our figure of 280 cubic yards is correct.

The settlement summary sheet referred to above is enclosed. As you can see, we are not able to justify the $125,000 settlement figure which was suggested yesterday, due primarily to our rather strong feelings about the merits of the claim for Class A concrete (claim No. 1). There are other differences between OSHD and ourselves, but they are actually fairly minor in amount and most of that difference is attributable to recalculation of quantities. Of course, we recognize that we are claiming small amounts for some items which, in the course of our meetings, you have totally rejected.

In evaluating this settlement proposal, I believe that the Highway Division should give substantial weight to the fact that Raymond International deferred prosecution of these claims for some five years at the request of OSHD, which was then involved in the DeLong litigation. If the case is settled on the basis we are proposing, i.e., $185,750, that gross figure will not include interest nor any allowance for the substantial expense Raymond has incurred. Even at a conservative 6 percent interest rate, the interest on a $185,000 fund for five years would represent an additional $55,700. The State of Oregon has had the use and benefit of this money for that period of time and Raymond has lost not only the use of the money during a period of high interest rates, but further will now be paid in comparatively cheap dollars. I fully understand that there are limits to the Highway Division's discretion in settling matters of this kind, but I believe our claims have been adequately documented and that the settlement proposal we are making represents a very reasonable disposition of these claims from the State's standpoint. In short, our proposal is not presented for the purpose of haggling; it is presented in the hope that it will afford a basis for a complete and final settlement.

Very truly yours,

Richard A. Franzke

RAF:mm
Enclosures

P.S. I had hoped to be able to submit this proposal to Raymond International management for final approval, but I was not able to reach the people involved. Consequently, this is submitted to you as a proposal that I will strongly recommend to management and which I am quite certain I could sell. In the circumstances, however, before going back to management, I must know whether the proposal is acceptable to the Highway Division.

SUMMARY RE SETTLEMENT

	Discussed by OSHD	Raymond Proposal
#1 - Class A Concrete	$ 35,000.00+	$ 70,384.60
#2 - Laitance Removal	0	0
#3 - Repair of Forms	0	0
#4 - Rock Placement		
2088 yds x $5.65 (Umpqua's price) = $11,797.20	11,797.20	11,797.20
#5 - 124 cu yd Rock	0	0
#6 - (a) Gravel plant setup - Paid	0	0
(b) Survey error	0	-
(c) EWO #12		
(d) Inspection delay	0	5,000.00
(e) Survey error	0	5,000.00
#7 - Out-of-plumb Section - Pier #7	0	3,000.00
#8 - Concrete Drilling	0	0
#9 - Seal Removal & Concrete, Aggregate		

Theoretical Neat Line Volume =
2286.25 yds x 2 = 4572.5 yds

$\frac{\$475,000}{4572.5 \text{ yds}} = \$103.88$ cu yd

Remove 280.84 yds x $103.88 = $29,173.65
Pour 280.84 yds x $ 50.00 = 14,042.00

SUMMARY RE SETTLEMENT

	Discussed by OSHD	Raymond Proposal
#1 - Class A Concrete	$ 35,000.00+	$ 70,384.60
#2 - Laitance Removal	0	0
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#4 - Rock Placement		
2088 yds x $5.65 (Umpqua's price) = $11,797.20	11,797.20	11,797.20
#5 - 124 cu yd Rock	0	0
#6 - (a) Gravel plant setup - Paid	0	0
(b) Survey error	0	-
(c) EWO #12		
(d) Inspection delay	0	5,000.00
(e) Survey error	0	5,000.00
#7 - Out-of-plumb Section - Pier #7	0	3,000.00
#8 - Concrete Drilling	0	0
#9 - Seal Removal & Concrete, Aggregate		
Theoretical Neat Line Volume = 2286.25 yds x 2 = 4572.5 yds		
$475,000 / 4572.5 yds = $103.88 cu yd		
Remove 280.84 yds x $103.88 = $29,173.65 Pour 280.84 yds x $ 50.00 = 14,042.00 $43,215.65		
Aggregate: 1000 yds at $10.00 = 10,000.00 $53,215.65	41,000.00	53,215.65
#10 - Extra Cement		
280 yds conc. x 1 sack x $1.25 = $350.00	350.00	350.00
#11 - Repair of Coffer Dam - Paid	0	0
#12 - Navigation Aids	0	0
#13 - Ownership of DeLong equipment	0	0
#14 - Fender Delay	5,000.00	5,000.00
#15 - Liq. Damages - O.H.	32,000.00	32,000.00
	$125,147.20	$185,747.45

(e) Survey error		0	5,000.00
#7 - Out-of-plumb Section - Pier #7		0	3,000.00
#8 - Concrete Drilling		0	0
#9 - Seal Removal & Concrete, Aggregate			
Theoretical Neat Line Volume = 2286.25 yds x 2 = 4572.5 yds			
$475,000 / 4572.5 yds = $103.88 cu yd			
Remove 280.84 yds x $103.88 =	$29,173.65		
Pour 280.84 yds x $ 50.00 =	14,042.00		
	$43,215.65		
Aggregate: 1000 yds at $10.00 =	10,000.00		
	$53,215.65	41,000.00	53,215.65
#10 - Extra Cement			
280 yds conc. x 1 sack x $1.25 = $350.00		350.00	350.00
#11 - Repair of Coffer Dam - Paid		0	0
#12 - Navigation Aids		0	0
#13 - Ownership of DeLong equipment		0	0
#14 - Fender Delay		5,000.00	5,000.00
#15 - Liq. Damages - O.H.		32,000.00	32,000.00
		$125,147.20	$185,747.45

CA 6

MODIFY WHITMAN FIGURES — IN REMOVING THE THEORETICAL PLUMB Δ SEAL SHOWN ON DWGS WE WOULD HAVE HAD TO REMOVE POOR CONCRETE IN CASTELLATIONS — WHITMAN HAS CASTELLATION VOLUME INCLUDED IN HIS "ACTUAL" VOLUME.

FROM ACTUAL VOLUMES DEDUCT (EACH SEAL)

$$\frac{0.96}{2}\left(45(2) + 88.5(2)\right) = 128.2 \text{ SF}$$

$128.2 \text{ SF} \times 15.5' = 1987.1 \text{ CF} = 73.60 \text{ cyds.}$

		U/S	D/S
1.	WHITMAN ACTUAL VOLS :	2589.86	2410.63
2.	DEDUCT CASTELLATIONS :	(73.60)	(73.60)
3.	USE TO COMPARE TO NEAT VOL	2516.26	2337.08
4.	NEAT VOL	(2286.25)	(2286.25)
5.	EXCESS VOL	230.01 cy	50.83 cy

1-19-71 Tightly bonded concrete to be removed from each cofferdam.

From Piles (Est.)	150 CY
Castellations 147.2 ÷ 2	74
	224 ÷ 2 = 112

SUMMARY - PIER 169 EXTRA CONCRETE
(15.5 THICKNESS ONLY -65 TO -49 ±)

	U/S	D/S
ACTUAL (CALC.)	2589.86	2410.68
THEORETICAL	- 2286.25	- 2286.25
EXTRA	303.61 CY	124.43 CY

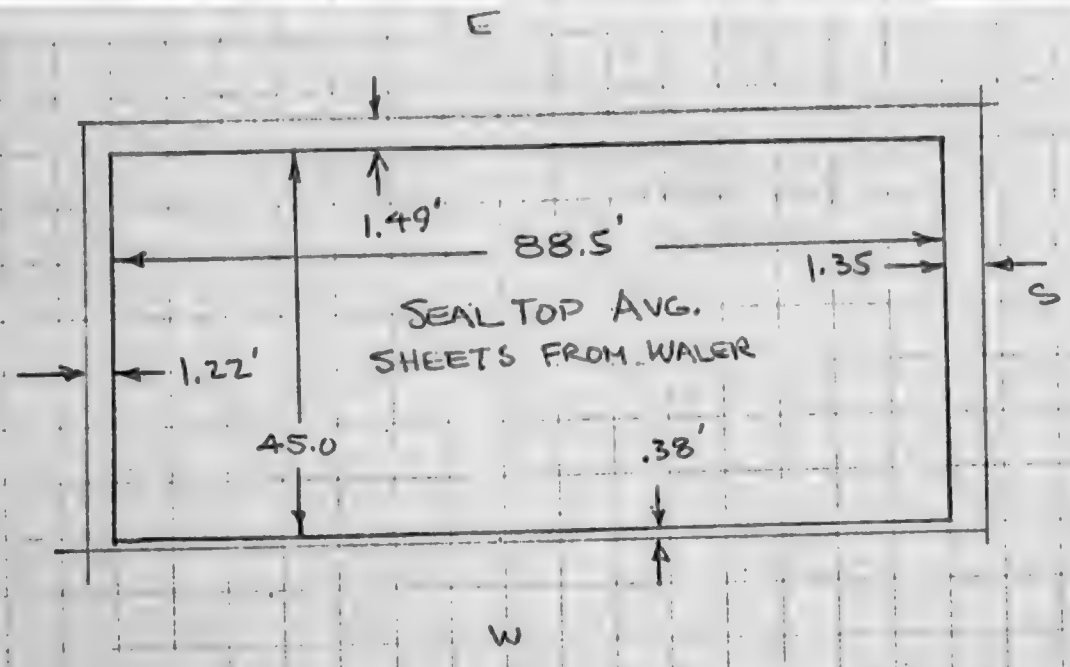
TOTAL (BOTH)

THEORETICAL	4572.50
ACTUAL	5000.54
EXTRA	428.04

PERCENT EXTRA CONCRETE
(OF THEORETICAL)

D/S	=	5.44 %
U/S	=	13.28 %
BOTH CELLS	=	9.36 %

Pier 169 U/S

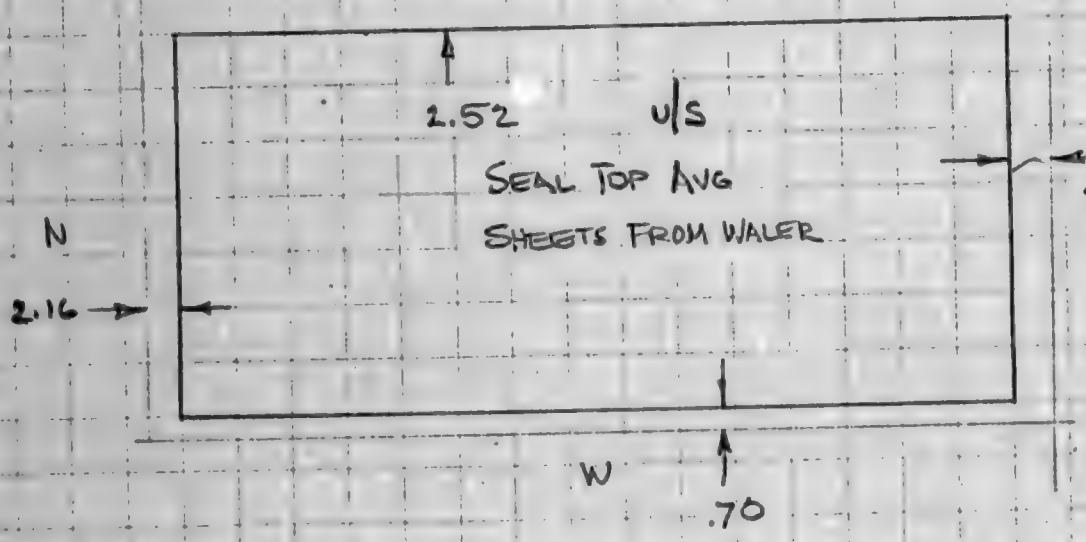


88.50 DESIGN
+ .96 SHEETS (11½")
1.35 SOUTH
1.22 NORTH
92.03

X

45.00 DESIGN
.96 SHEETS
1.49 EAST
.38 WEST
47.83

= 4401.79 A_T



88.50
.96
2.16 NORTH
2.34 SOUTH
93.96

X

45.00
.96
2.52 EAST
.70 WEST
49.18

= 4620.95 A_6
9022.74 A_{TTB}

PIER 169
EXTRA VOLUME IN SEAL

169 D/S

USED → $\frac{A_T + A_B}{2} \times h$

SEAL TOP	45.00	X	88.50	
	+ .96		.96	SHEETS
TOP	45.96	X	89.46	.96' ADDED FOR ⊓⊓⊓
	.446		.446	DIST. FROM WALER TO SHEETS
	46.406	X	89.906	= 4172.18 A_T
SEAL BTM	45.96	X	89.46	+ SHEETS
	.842		.842	SLOPE = .198' PER 15.5 h
	46.802	X	90.302	= 4226.31 A_B
				8398.49 A_{T+B}

$$\frac{8398.49}{2} = \frac{4199.25 \times 15.5}{27} = \frac{65088.38}{27} = \underline{2410.68 \text{ cy}}$$

169 US

SEAL TOP 4401.79
\+ " BTM 4620.95
9022.74 ← SEE FOLLOWING PAGES FOR

$$\frac{9022.74}{2} = \frac{4511.37 \times 15.5}{27} = \frac{69926.24}{27} = \underline{2589.86 \text{ cy}}$$

THEORETICAL YDG.

$$\frac{45 \times 88.5 \times 15.5}{27} = \underset{\text{SEAL}}{\text{ONE}} \; 2286.25 \times \underset{}{\text{BOTH}} \; 4572.50$$

ACTUAL YDG

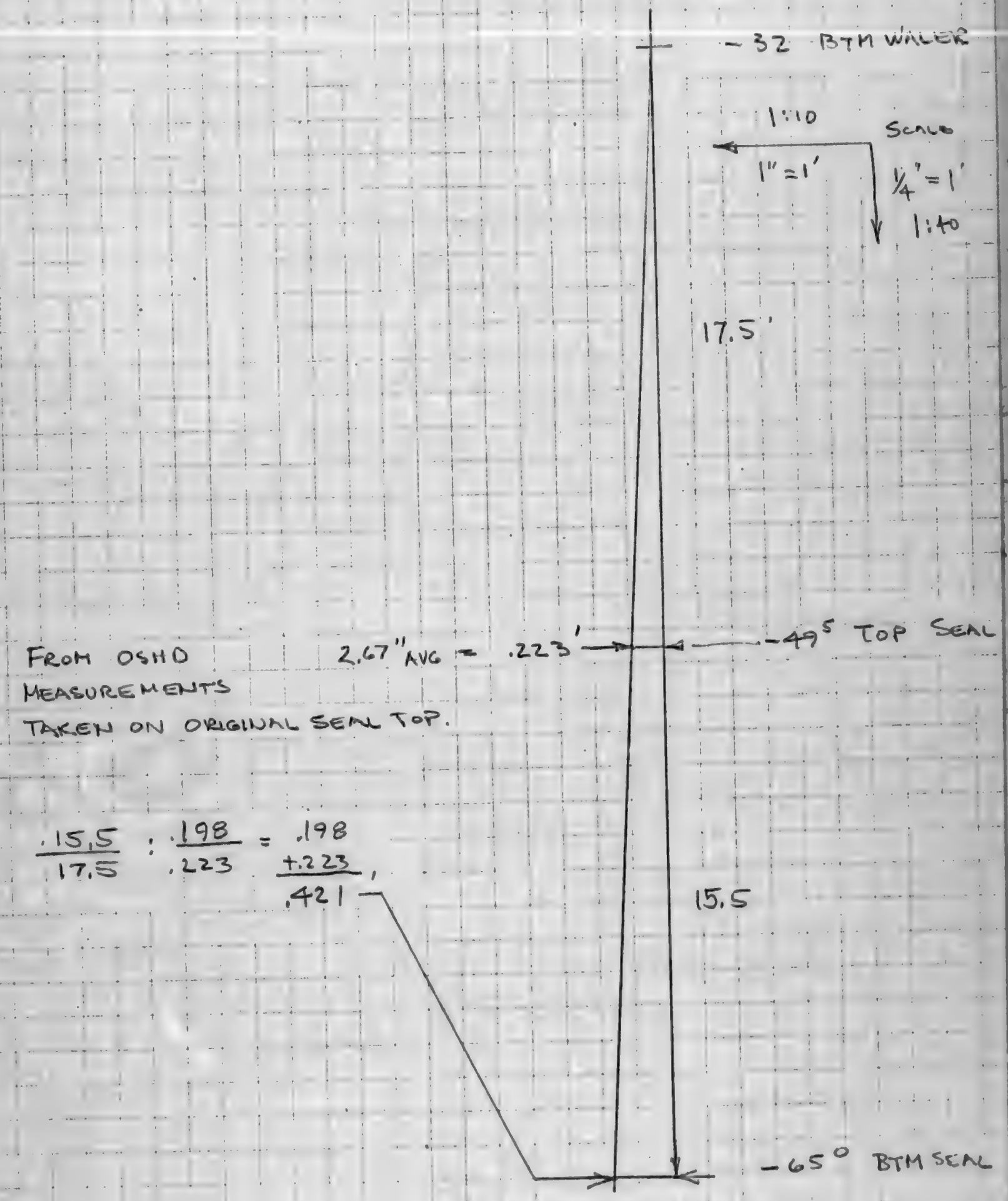
D/S	U/S		
2410.68	2589.86	2589.86	4572.50 : $475,000
− 2286.25	2286.25	2410.68	5000.54 : 519,465.6
+ 124.43	+ 303.61	5000.54	

= 428.04

519,465.61
− 475,000.00
$ 44,465.61

CA 6

169. D/S EXTRA VOLUME



FROM OSHD MEASUREMENTS TAKEN ON ORIGINAL SEAL TOP.

2.67" AVG = .223'

$\frac{.15.5}{17.5} : \frac{.198}{.223} = \frac{.198}{.421}$ $\frac{+.223}{}$

W

3" ⊖2" ⊖2½" 0 2¼" 0" 5"

½" 5½"

S ½" 1" Z

8" 4"

3" 4" 2" 4" 11" 6½"

E

PIER : 169 D/S

DATE : 12-7-64

TIME :

BY : FAM

$\frac{50.75'}{19} = 2.67'$

OR

.223'

DISTANCES BETWEEN SHEETS & PLUMB LINE FROM WALLER ON DELONG'S ORIGINAL SEAL POUR - AFTER DEWATERING

169 U/S EXTRA VOLUME

CA 6

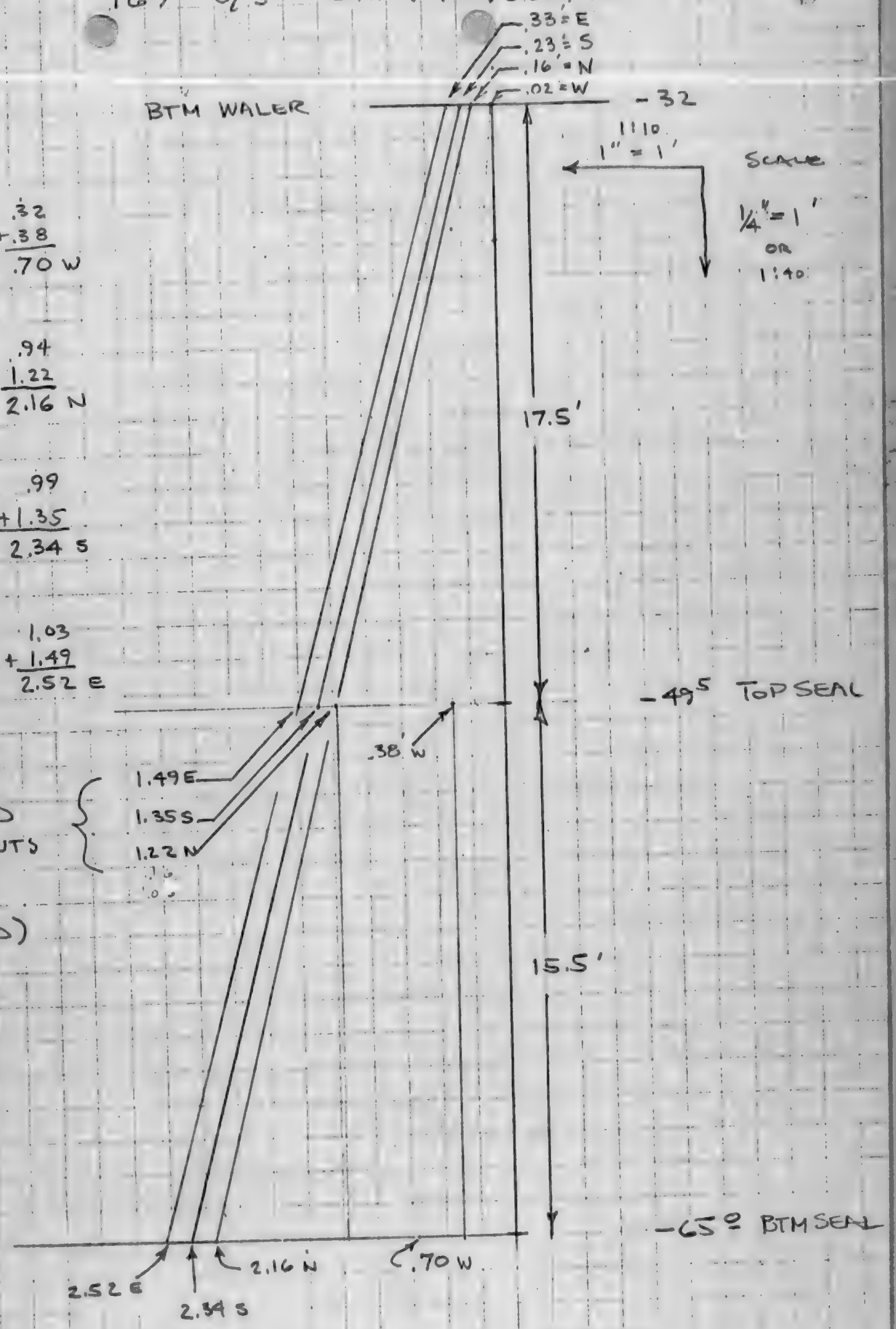
$$\frac{15.5}{17.5} : \frac{.32}{.36} = \frac{.32}{+.38} \quad .70\ W$$

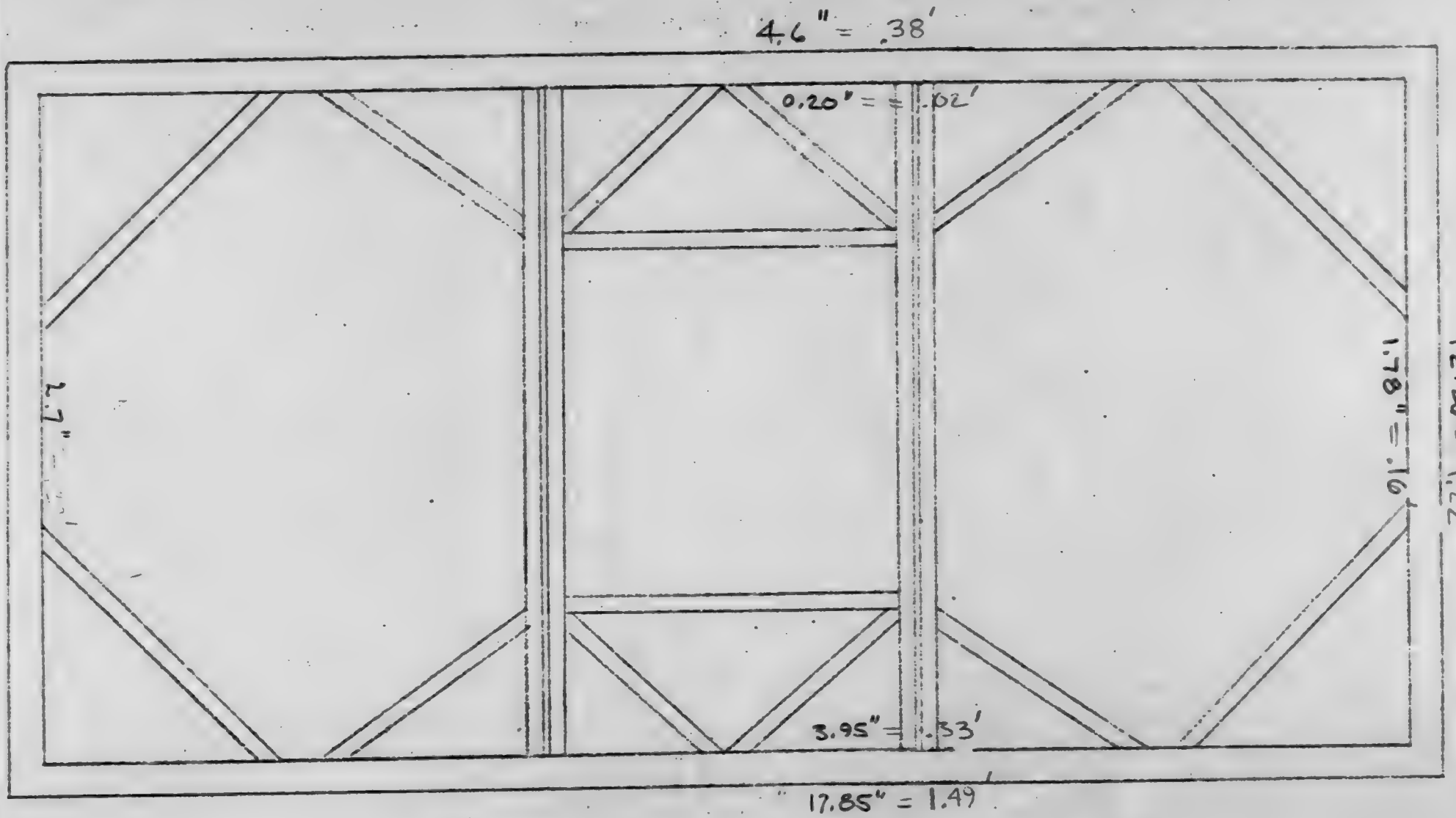
$$\frac{15.5}{17.5} : \frac{.94}{1.06} = \frac{.94}{+1.22} \quad 2.16\ N$$

$$\frac{15.5}{17.5} : \frac{.99}{1.12} = \frac{.99}{+1.35} \quad 2.34\ S$$

$$\frac{15.5}{17.5} : \frac{1.03}{1.16} = \frac{1.03}{+1.49} \quad 2.52\ E$$

FROM OSHD MEASURMENTS 1-9-64 (AVERAGED)



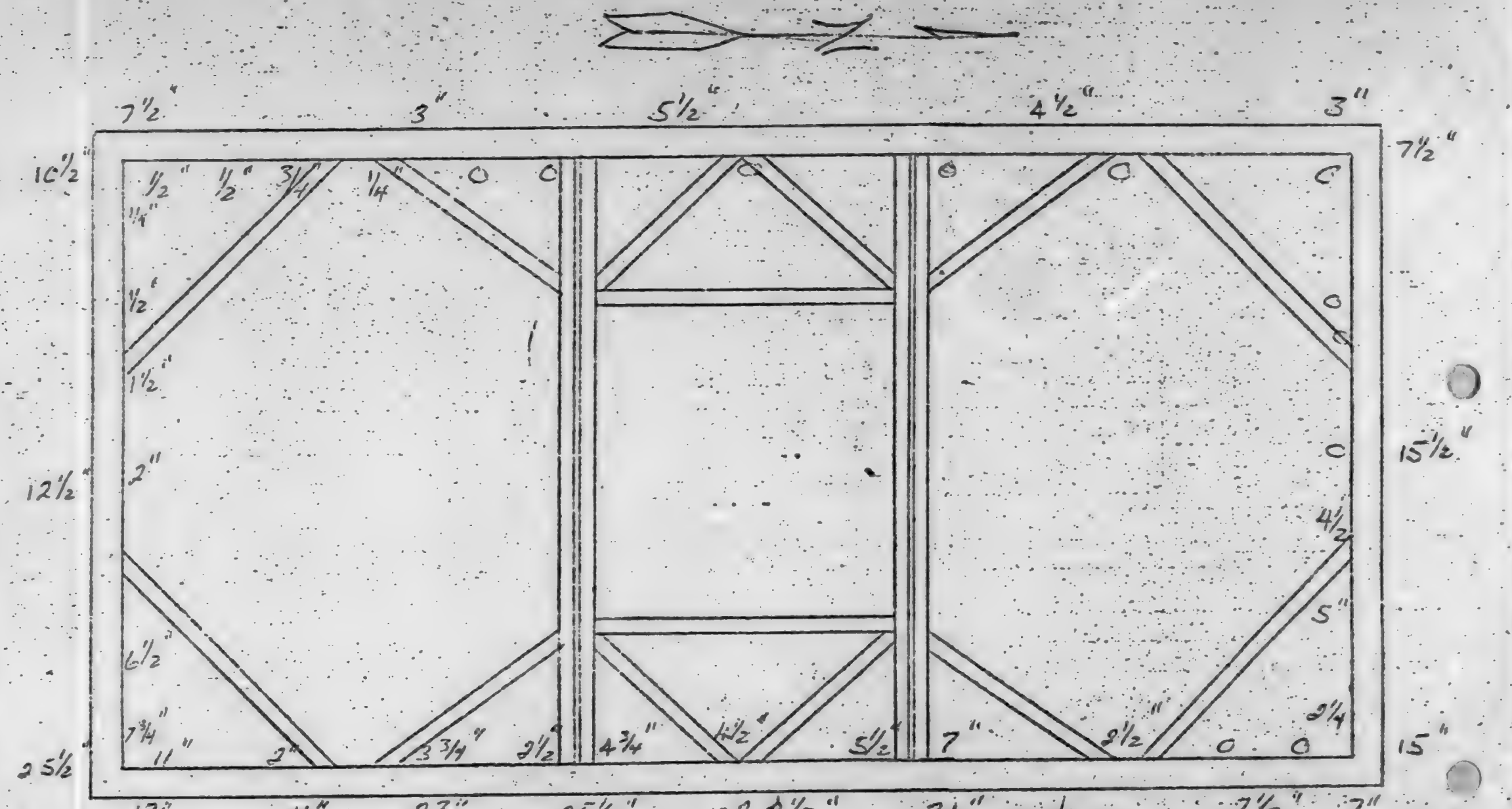


PIER : 169 U/S AVG FOR SHEETS

DATE : PENCIL AVERAGES IN INCHES

TIME : RED AVERAGES IN FT.

BY:



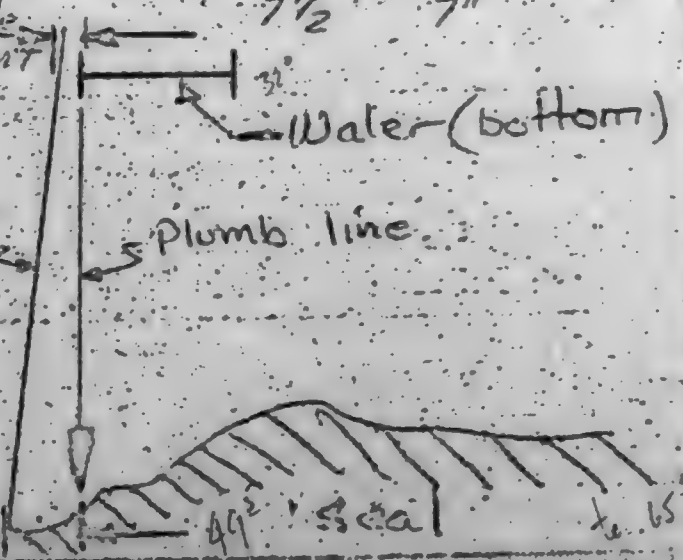
PIER: 169 U/S

DATE: 1/7/04

TIME:

BY: OSHD

AVG. OUTSIDE (@SEAL) 13.3"



CA-6-E

A/C Connecting Work to Install Pipe 12 Cap.

Summary-Labor Costs

	Hours Labor	Amount	Health Welfare & Pension
Sheet No. 1	209	91302	6844
2	17	7114	555
	226	98316	7399
Payroll Ins. & Taxes - 19.10112%		18779	
Health, Welfare & Pension Cnts.		7399	
Total Net Labor Costs		124494	
Overhead & Supt.			

F.I.C.A.	3.6052%
Work. Comp.	11.2812%
P.D. & P.L. Ins.	1.0949
Unempl. Ins.	3.1
Total	19.10112%

FORM E 310-A
1-58 REV. 7-56

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

1. NAME AND ADDRESS OF CONTRACTOR: Ray —

2. DESCRIPTION OF WORK: Corrective Work to Install Pier 12 Cap

3. DATE: 8/25/65 — PAGE 1 of 2

4. CONTRACT NO: 6467

5. EXTRA WORK ORDER NO: CLAIM # CA-8-E

FOR THE PERIOD ENDED: July 31, 19 65

	NAME OF EMPLOYEE	WORK CLASSIFICATION	DAILY HOURS (1–31)	HOURS	RATE	AMOUNT	TOTAL
(1)	C. [illegible]	Pile Lock Foreman	3½ 4 4 5	16½	4.90	$ 81 25	$ 71.35
(2)	J. Rowe	" "	3 4 4 3	14½	4.42	64.11	14.24
(3)	W. Tobeen	" "	2½ 4 4 3	14½	4.42	64.24	64.24
(4)	J. Lorentz	"	3½	3½	4.42	15.51	15.51
(5)	T. Harrison	"	3½	3½	4.43	15.51	15.51
(6)	F. Taylor	Crane Opr	2½	3½	5.43	19.01	19.01
(7)	W. Henderson	Crane Oiler	3½	3½	4.27	14.95	14.95
(8)	C. Johnson	Crane Opr	2½ 4 3 5	15½	5.43	84.17	84.17
(9)	F. Le Mieux	Crane Oiler	3½ 4 3 5	15½	4.27	66.19	66.19
(10)	R. Sieleken	Jack Opr	3½ 4 7 5	19½	4.95	96.53	96.53
(11)	T. Ellis	Jack Opr	5	5	4.85	24.25	24.25
(12)	C. Glover	Jack Opr	3½	3½	4.85	16.97	16.97
(13)	J. Renger	Concr. Finisher	1 2	6	4.47	26.82	26.82
(14)	R. Jackson	Labor - Fireman	7 2½ 7 2	18½	3.85	71.23	71.23
(15)	C. Jackson	" - Jackhammer	1	1	5.00	5.00	
(16)	F. Hayes	"	4 2½ 8 2	16½	3.75	61.87	61.87
(17)	R. Harrison	" - Jackhammer	4 4 2	10	3.60	36.00	36.00
(18)	L. Wallace	"	4 6	10	3.75	37.50	37.50
(19)	R. Larson	"	3 1 8 2	14	3.70	51.80	66.62
(20)	J. Cole	" Jackhammer	4	4	3.75	15.00	15.00

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL					
8 F I C. A—SOCIAL SECURITY		%		14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)	$
9 STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	%			15. HEALTH AND WELFARE HOURS AT PER HOUR = $	
				PENSION HOURS AT PER HOUR = $	
10. LESS REDUCTION RATE	%	%		16. HEALTH AND WELFARE HOURS AT PER HOUR = $	
				PENSION HOURS AT PER HOUR = $	$
11 OREGON UNEMPLOYMENT COMPENSATION	%			17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$
12 ADD FEDERAL UNEMPLOYMENT COMPENSATION	%	%		18. CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 17) FOR FLAGMEN ONLY—ENTER 87 5% FOR ALL OTHER LABOR—ENTER 15%	$
13 TOTAL TAXES AND INSURANCE ON PAY ROLL		%		19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$

6. TOTAL HOURS: 209 — 7. TOTAL LABOR: $ 913 02

Laborers - 9 hrs @ 3.54 = 31.86
Pile Butts - 8 " @ 3.02 = 24.16

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

1. NAME AND ADDRESS OF CONTRACTOR: Ray

2. DESCRIPTION OF WORK: CORRECTIVE WORK TO INSTALL PIER 12 CAP

3. DATE: 9/25/65 PAGE 2 OF 2

4. CONTRACT NO.: 6467

5. EXTRA WORK ORDER NO.: CLAIM # CA-8-E

FOR THE PERIOD ENDED: July 20 1965

	NAME OF EMPLOYEE	WORK CLASSIFICATION	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOURS	RATE	AMOUNT	TOTAL
(1)	[illegible]	Carpenter	4	4	[illegible]	12.72	12.72
(2)	T. PERKINS	" FOREMAN	4	4	[illegible]	13.72	13.72
(3)	N. FORICH	Cement Mason Laborer	2	2	3.75	7.50	7.50
(4)	T. MAETZ	Laborer	2	2	3.60	7.20	7.20
(5)	R. [illegible]	Laborer	2 2	4	3.60	14.40	14.40
(6)	[illegible]	"	1	1	3.60	3.60	3.60
(7)							
(8)							
(9)							
(10)							
(11)							
(12)							
(13)							
(14)							
(15)							
(16)							
(17)							
(18)							
(19)							
(20)							

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

6. F. I. C. A.—SOCIAL SECURITY		%	
9 STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	%		
10 LESS REDUCTION RATE	%	%	%
11 OREGON UNEMPLOYMENT COMPENSATION	%		
12 ADD FEDERAL UNEMPLOYMENT COMPENSATION	%	%	
13 TOTAL TAXES AND INSURANCE ON PAY ROLL			%

6. TOTAL HOURS: 17

7. TOTAL LABOR: $ 73.14

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) $

15. HEALTH AND WELFARE ____ HOURS AT ____ PER HOUR = $
PENSION ____ HOURS AT ____ PER HOUR = $

16. HEALTH AND WELFARE ____ HOURS AT ____ PER HOUR = $
PENSION ____ HOURS AT ____ PER HOUR = $ $

17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION $

18. CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 17) FOR FLAGMEN ONLY—ENTER 87 1/2% FOR ALL OTHER LABOR—ENTER 15% $

19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN $

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED July 20 19 65

1. NAME AND ADDRESS OF CONTRACTOR: Ray ~ ~

2. DESCRIPTION OF WORK: Corrective Work To Install Per 12 CAT

3. DATE: 8/25/65 PAGE 1 OF 1

4. CONTRACT NO.: 1267

5. EXTRA WORK ORDER NO.: CLAIM # CA-8-E

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
(1)	Base, LeLong 159													A				B	C	D			E											3.0189 DAY:	1/2250.-	$ 6792.53
(2)	Tract LeLong 153													A																			0.3071 DAY:	1/2000.-	614.20
(3)																																				
(4)																																				
(5)																																				
(6)																																				
(7)																																				
(8)																																				
(9)																																				
(10)	Equip Rental Key																																			
(11)	A 0.3071 DAY:																																			
(12)	B 0.5714																																			
(13)	C 0.3111																																			
(14)	D 0.5293																																			
(15)	E 0.6000																																			
(16)	Total 3.0189																																			
(17)																																				
(18)																																				
(19)																																				
(20)																																				
(21)																																				
(22)																																				
(23)																																				
(24)																																				
6	TOTAL RENTAL																																		$ 7406.73	

7. CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 6)		$
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)		$

CHRONOLOGY

7-11-65 CREW OUT 2300 TO PICK UP CAP ON HIGH TIDE
SET DOWN ON BELLS - 0220.

7-12-65 CREW OUT 0600 - ARRIVED 0630 # FOUND CAP
8½" NORTH (ON D/S END) — PICKED UP # CHECKED, CHECKED LEVELS OF 143, ETC.

0630 ARRIVED.
0640 PICKED UP TO CHECK LEVEL OF 143
0650 143 CHECKED
0710 143 LEVELLED. — PICKED UP CAP
0720 MOVED D/S TRUSS SO. 10"
0728 MOVING BOTH TRUSSES U/S 7"
0755 PICKED UP CAP —
0855 EPOXY ON # STARTED JACKING DOWN
0908 CAP DOWN # SEALED,
CREW STANDING BY FOR OSHD TRIANGULATION
1120 INFORMED THAT OSHD SURVEY COMPLETED —
STARTED STRIPPING LIFTING GEAR

BARGES MOVED — 159 TO 13/14, 143 TO 10

7-13-65 CEMENT FINISHERS SEALED BELL-CAP JOINT (159 @ 13-14)

7-14-65 NO WORK

7-15-65 CEMENT FINISHERS SEALING BELL-CAP JOINT
BERG # JACKSON CRENS CLEANING D/S BELL
POURED U/S BELL - CAP

7-16-65 CREW OUT WITH CORE DRILLER - ERECTED SCAFFOLD — RIGGED EQUIPMENT.
DRILL BURNED OUT, DRILLER LEFT @ 1300.
DRILLED FIVE JACKHAMMER HOLES.
159 MOVED TO PIER 13, TO PERMIT OSHD TRIANGULATION.

CHRONOLOGY

7-17-65 — 159 MOVED TO P-12 FROM P-13
CREW JACKHAMMERED HOLES

7-18-65 — SUNDAY - NO WORK

7-19-65 — CORE DRILLED ALL HOLES, COMPLETE.
159 SUPPORTED.

7-20-65 — CREW GROUTED DOWELS INTO HOLES.

7-21-65 — POURED D/S BELL-CAP CONNECTION.

DW TIER 12 CAP SET

1 OF 2

159-143 USAGE

			TIME	
7/11	NO CLAIM			
7/12	0000 – 0230	CONTRACT PICK OFF CAP	150	
	0230 – 0630	IDLE		
	0630 – 0825	CLAIM - MOVING ETC	110 *	$\frac{195}{635} = 0.3071$
	0825 – 0855	CONTRACT – SEAL + SET CAP	30	
	0855 – 1120	CLAIM - WAIT TRIANG.	85 *	
	1120 – 1240	CONTRACT – STRIP BARGES	80	
	1240 – 1540	CONTRACT - MOVE BARGES	180	(159 & 143)
	1540 – 2400	BARGES IDLE		
			635	
7/13		SEALED JOINT - CONTRACT		
7/14				
7/15		CLEANED D/S & RESEALED. SEALING REQ'D 4 HRS OUT OF 7 TOTAL ACTIVE HOURS OF BARGE		$\frac{4}{7} = 0.5714$ (159)
7/16	0800 – 1200	CLAIM – ERECTED SCAFFOLD,	240 *	
	1230 – 1520	SET UP CORE DRILLER, JACKHAMMERED HOLES.	170 *	$\frac{410}{450} = 0.9111$
	1520 – 1550	CONTRACT - MOVE 159 TO 13	30	(159)
	1550 – 1600	CONTRACT - WORK AT 13	10	
			450	
7/17	0800 – 0840	CONTRACT - MOVE TO 12	35	$\frac{170}{205} = 0.8293$
	0840 – 1130	CLAIM - JACKHAMMER HOLES	170 *	
			205	(159)

DW - PIER 12 CAP SET

2 OF 2

159 USAGE

7/18 SUNDAY - NO WORK

7/19 159 CREW WORKED ON PIER 13 FORMS - NO BARGE TIME CLAIMABLE

7/20

0800 - 1100	CLAIM - GROUTING DOWELS	180 *	$\frac{180}{450} = 0.4000$
1100 - 1200	CONTRACT - OTHER WORK	60	
1230 - 1600	CONTRACT - OTHER WORK	210	
		450	(159)

$\Sigma = 3.0189$ DAYS

159:	3.0189	@ $2250	=	$6792.53
143:	0.3071	@ $2000	=	$614.20
				$7406.73

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 6:30 AM

To 4:30 PM

Description of Work: Built cofferdam #12 - removed #12 & #13 & #14 for concrete forms

NAME	BADGE NO.	1:00	1:30									TOTAL HOURS	RATE	AMOUNT
Craig	101	6	3½								✓	9½	7.40	70.30
Clover	104	6	3½								✓	9½	6.65	63.17
Thiessen	108	6	3½								✓	9½	6.65	63.17
Frantz	136	6	3½	CHARGE 195 MINUTES							✓	9½	6.65	63.17
Hankerson	137	6	3½	= 3½ HRS OF							✓	9½	6.65	63.17
				WHOLE CREW										
Taylor	32	6	3½								✓	9½	5.43	51.59
Henrickson	27	6	3½								✓	9½	6.41	60.89
Johnson	33	6	3½								✓	9½	5.43	51.59
Bechtel	35	6	3½								✓	9½	6.41	60.89
								Rented 4 @ 2.00						8.00
Rent														
9 days - 85½ Hrs.				63.12 / 407.52										63.12 / 407.52
				470.64										
Total Hours												85½	8.504	470.64
Amount														

Date 7-12-65 APPROVED C. Craig FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 6:30 AM

To 4:00 PM

Description of Work: Sal cap Rail the seal; Finnish cap rail Seal; clean steel Pier 14; Run boat

NAME	BADGE NO.	1:00	1:00	1:30	1:30							TOTAL HOURS	RATE	AMOUNT
Jerry Reagor	450	1	3	2½							✓	9½	4.47	3.55 42.47
Nick Zorich	338			8			8:00 AM	4:30 PM			✓	8	3.75	30.00
Paul Mark	123				9½						✓	9½	4.43	3.32 42.08
Raul														
3000-27		1:00	1:00	1:30	1:30							6		
												14.55		6.67 14.55
						N/C								
						Hank Stieb								
Total Hours												27	4.4996	121.32
Amount														

Date July 12, 1965 APPROVED Jerry Reagor
FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 2330 sam night

To 1730 noon afternoon

Description of Work

Setup Sec 12 Job #1384 to drain and excavate 14" To Pier #10 + 139 To Pier #11

NAME	BADGE NO.	1.5 Hours												TOTAL HOURS	RATE	AMOUNT
R T Sichinda	26	17½						2330		To 1730				51½	4.51	356.12 $ 232.55
T Sellers	44	17½						"	"	"				51½	4.51	356.12 $ 232.55
D Glover	54	16½	1					2330		To 1630				50½	4.51	356.12 $ 227.80
								Dump		To 1730						6.00
Crane																100.62
3 Oilers - 5½		16½	1													355.79
								Skidg. 3½ hrs each man, 7/12/65								
Total Hours														51½		356.12
Amount																

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

ontract HC-59

Hours worked

From 7:00 AM

To 4:30 PM

Description of Work: Switch heaters | Dismantle drivers | Clean lines | Run heat | Load drivers | Run heat | Dec 13 Help alignment

NAME	BADGE NO.											TOTAL HOURS	RATE	AMOUNT
Leroy Rager	100	4			4	2		7:00 AM 4:30 PM				9	4.47	40.23
Dick Sorich	329	4			4		2½					8½	3.75	.94 31.88
Paul Mark	103		4	2		6:30 AM		2:30 PM				4	15.00	60.00
Boss Lindsay	131		4	2								4½	4.44	8.86
												4	15.00	60.00
												4½	3.10	14.00
Clerk 5346														
[illegible]		3.94 13.41 13.63												3.18 214.97
[illegible]							N/C							
[illegible]			2.94 12.54 13.20											
Clerk														
[illegible]	16	4.00	15.30											
Total Hours												29½	7.34	215.11
Amount														

APPROVED [illegible]

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 0800

To 1530

Description of Work: Const. & Clean Cage Units #13 thru #16

NAME	BADGE NO.	1.3	13										TOTAL HOURS	RATE	AMOUNT
R. J. Sikorski	24	8					0800	To	1830				8	4.85	38.80
D. Delaney	54		10½				0800	To	1530				10½	4.85	12.13 50.93
J. Gibbs	44		10½				"	"	"				10½	4.85	12.13 50.93
								Truck	30	2.00					6.00
4 Units															24.26
3 days - 24 hrs		- 12½ hrs													146.66
		170.72													
		CHARGE 4 HRS S/T													
Total Hours													39	4.37	170.72
Amount															

Date 7-15-65

APPROVED (illegible)

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 7:30

To 4:30

Description of Work: Steel Erection 12 | Driving Piles for 7 | Change lines on Piles 7 | Lay out Loads for 7 | Rail Crew 7 | Tend Diesel for 7

NAME	BADGE NO.	1.33	1.33	1.33	1.33	2.33	1.33					TOTAL HOURS	RATE	AMOUNT
Jerry Renger	1/30	4 ✓					4				✓	8	11.47	35.76
Nick Zorich	338			1	1		6				✓	8	3.75	30.00
John Mertz	236			1	1		6				✓	8	3.60	28.80
Ross Lindstrom	139		8								✓	8	15.00	120.00
Bud Sanders	129		8			1					✓	9 1	15.00 4.43	135.00 4.43-OT
Class 556														
Total Class		72.88												4.43
														238.99
Rate														
Total - 37 hr		33 1.11	4.43											
		325.54												
Total Hours												41	4.37½	311.34
Amount														

Date 7/15/65

APPROVED Jerry Renger
FOREMAN

6

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 7:00 AM

To 4:30 PM

Description of Work: Pour + clean out sump #1 + 2

NAME	BADGE NO.	1-22												TOTAL HOURS	RATE	AMOUNT
Clay	106	8											✓	8	4.43	35.44
Ivan	104	8											✓	8	4.43	35.44
Thiman	108	8											✓	8	4.43	35.44
Johnson	33	8											✓	5	5.43	43.44
Bechtelt	35	8											✓	5	4.27	34.16
													Travel Pay			11.00
Travel																
5 days . 10 hrs. - 191.92																

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 7:00

To 4:30

Description of Work

NAME	BADGE NO.	1.221	1.331	1.331		1.331	1.221	1.331	1.331	1.331			TOTAL HOURS	RATE	AMOUNT
R. JACKSON	234	2		2					4	2½		✓	10½	3.55	4.81 40.43
C. JACKSON	241	2		2					4			✓	8	3.75	30.00
F. JAMES	234	2	2						4			✓	8	3.60	28.80
R. HARRISON	238		2			6						✓	2 6	3.60 3.75	7.20 22.50
I. WALLACE	232	2				6				2½		✓	4½ 6	3.60 3.75	16.20 21.50-17 22.50
D. CUNE	231	2	2	4								✓	8	3.60	28.80
P. LARSEN	231	2	2	4								✓	8	3.60	28.80
PETTIS	43	ALL AMT. COMB										✓	1	5.03	30.18
HENRICOTT	26	"		"		"	6					✓	6	4.27	25.62
							Hand ( )								4.00
Clean Tar															
6 Hrs. - 24 Men - 89.00															9.31 285.03
			N/C			Paid									
				3 Men		4 Hrs. - 48 Hrs. - 196.03					9.31				
										205.34			73	4.0300	294.31
Total Hours															
Amount															

Date 7/15/53 APPROVED W. C. Jackson 3

FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 5:00 AM

To 4:30 PM

Description of Work

NAME	BADGE NO.	11:30	1:30	11:30	11:30		1:30	1:30					TOTAL HOURS	RATE	AMOUNT
E. TACKER	235			3	4		1					✓	8	3.25	30.80
C. TACKSON	241		4	4								✓	8	2.75	30.00
T. AMES	254		4	4								✓	8	3.60	28.80
R. HARRISON	235			2	4		2					✓	8 4	3.60 3.75	(14.40) (15.00)
L. WALLACE	232		4	4								✓	8	3.60	28.80
R. LARISON	231				4		4					✓	8	3.60	28.80
D. CUKE	330	1			4		4	7:00 AM TO 11:30				✓	4 5	3.75 3.60	15.00 1.50 15.00
HONEYCUTT	76		OILER				4					✓	4	4.27	17.08
BETTIS	43		GPR.				4					✓	4	5.03	20.12
													Meal 2 @ 2.00		4.00
Crew 5360		1		1	1			Rent							1.80
7 Men - 73 Hrs		- 158.00					2 Men - 32 Hrs -						92.60		250.60
		160.00													
Total Hours													65	3.8461	252.60
Amount															

Date 7/16/65 APPROVED [illegible]

11

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 08.00

To 16.30

Description of Work

Mark 15" Pipe 1.3

Cover Pipe 1.2

NAME	BADGE NO.	1.323	1.321										TOTAL HOURS	RATE	AMOUNT
R.J. Sikula	26	8									✓		8	4.85	38.80
" "	51		8½							2T	✓		8½	11.85	2.43 / 11.13
D. Elias	44		8½								✓		8½	11.85	2.43 / 11.13
												Truck 3 @ 2.00			6.00
Rain															
3 Men - 25	210	- 1/2	4.86 / 3.6												
		732.12													4.86 / 127.26
			410 MINUTES												
		CHARGE OF 7	HOURS.												
Total Hours													25	5.284	131.13
Amount															

Date 7-16-65 APPROVED D. Elias 13

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 8 00 AM

To 5 00 PM

Description of Work

Tower Unit 16 | Reaming Unit 16 | Pier - 12 Driller | Help Unit 14

NAME	BADGE NO.	2	1.30	11.30	1.30							TOTAL HOURS	RATE	AMOUNT
BJORK	111	5½	3								✓	8½	4.93	4.47 41.91
SEARLS	113	5½	3								✓	8½	4.43	2.22 37.66
DARDEN	167	5½	3								✓	8½	4.43	2.22 37.66
HAKANSON	137	5½	3								✓	8½	4.43	2.22 37.66
SCHLANGE	29	5½	3								✓	8½	5.43	2.72 46.16
HENRIKSON	~~27~~ 29	5½	3								✓	8½	4.27	2.14 36.30
MERRILL	154			4 ✓	4 ✓						✓	8	4.43	35.44
PERKINS	159			4 ✓	4 ✓						✓	8	4.93	39.44
Total Hours												67	11.9246	330.22
Amount														

Date 7-16-45 APPROVED Lee Bjork

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 7 00 AM

To 4 30 PM

Description of Work

lead drill equipt for pass 12

Trip for

set drill equipt #12

Trip for pass 14

NAME	BADGE NO.	11.33		11.22	1.33							TOTAL HOURS	RATE	AMOUNT
C. Berg	106	1		3	5						✓	9	4.93	4.13 44.37
Rowe	104	1		3	5 ✓						✓	9	4.13	4.43 37.17
Thiessen	108	1		3	5 ✓						✓	9	4.13	4.13 37.17
Johnson	33			3	5 ✓						✓	8	5.43	43.44
Bechtold	35			3	5 ✓						✓	8	4.27	34.16
										Meal 200				4.00
Crew of 5				13.79 117.45										
				131.24										
Crew of 15		-88.26												13.79 205.71
												4/3	5.1046	19.50
Total Hours														
Amount														

Date 7-16-65 APPROVED C/Berg

7

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 8 00 AM

To ~~4 00~~ 4 30 PM

Description of Work: ~~barge to~~ barge to pier 15 & Jetthead re-drive holes

NAME	BADGE NO.	11.12												TOTAL HOURS	RATE	AMOUNT
C Berg	106	4												✓ 4	4.93	19.72 19.72
Rowe	104	4												✓ 4	4.43	17.72 17.72
Thiessen	105	4												✓ 4	4.43	17.72 17.72
Johnson	33	4												✓ 4	5.43	21.72 21.72
Bechtold	35	4												✓ 4	4.27	17.08 17.08
Glover	54	4												✓ 4	4.35	17.40 17.40
R. JACKSON	235		2½											✓ 2½	3.85	4.81 9.63
C. JACKSON	2111		2½											✓ 2½	3.75	4.69 9.38
														Diver C	30.00	6.00
Rivet																122.86 138.27
Total Hours														29		21.12
Amount																

Date 7-17-15 APPROVED C Berg FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 5:00 AM

To 1:30 PM

Description of Work

NAME	BADGE NO.												TOTAL HOURS	RATE	AMOUNT
E. Mackey	[illegible]						5:00 AM	to	1:30	✓				3.81	5.71 / 12.25
[illegible]	[illegible]	1					5:00 AM	to	1:30	✓				3.71	5.63 / 11.25
[illegible]	[illegible]						5:00 AM	to	1:30	✓				3.60	5.40 / 39.60
[illegible]	[illegible]	11			4							✓		3.60	25.50
[illegible]	[illegible]		11	11								✓	5	3.60	25.50
[illegible]	235		11	11								✓	5	3.60	25.50
[illegible]	[illegible]		11	11								✓	5	3.60	25.50
[illegible]															
[illegible]															
		[illegible]													11.51 / [illegible]
Total Hours													10.5	[illegible]	255.01
Amount															

Date [illegible] Approved [illegible]

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 5:00 AM

To .....

Description of Work

Welding on pile #112

Welding tack bracket on pile #112

Welding bracket and chain on pile #113

Welding tack bracket on pile #113

Welding bracket and chain on pile #112

NAME	BADGE NO.	1.201	1.202	1.3[illegible]	1.211						TOTAL HOURS	RATE	AMOUNT
T. Jackson	234	6			2					L 8		3.60	36.00
C. Jackson	241	6			2					L 8		3.75	30.00
L. Lucas	234	1			2					L 5		3.60	25.50
R. Lucas	351	4		4	—					L 8		3.60	28.80
R. Blakemore	235		6		2					L 8		3.75	22.50
					—					L 2		3.60	7.20
D. Cruz	334	2		6	—					L 8		3.60	28.80
L. Mallau	232	6			2					L 8		3.60	28.80
					—								
Total - 5:00 PM		25.70											
Total Hours											56	3.67½	205.70
Amount													

Date 7/20/61

APPROVED T. H. Jackson

FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 7:30 a.m.

To 4:30 P.M.

Description of Work: Driving Sheet Pile 6 | Driving Sheet Pile 2 | Place Rebars in Pile 2 | Clean up top of Pile 9 | Move K to 10 to pair 9 | Stand Divers Rel 6 & 3 | Worked through Lunch | Operate Boat | Get Material at T.P.

NAME	BADGE NO.	1.222	1.219	1.214	1.223	6.23	1.222	TOTAL HOURS	RATE	AMOUNT
						7:30 am	3:00 PM			
Jerry Rogers	150		2	1	5½		1	9½	1.47	13.47
Vick Zorich	335		2	1	5½			8½	3.75	31.88
John Martz	236		2	1	5½			8½	3.60	30.60
Paul Mark	123	4				5½		9½	1.47	13.97
Buck Sanders	129	1 3						4	15.00	60.00
Harry Berg	107	4						4	15.00	60.00
Class 5316										
Oper. Boat		4								11.84
		6.71								309.32
Class 5316										
Sr. Craft		2.64								
Equip.		9.60								
Fringe - 27%		2.59								
Total Hours		21.94						44	1.399	301.16
Amount										

Date July 20, 1965 APPROVED [signature] FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

ntract HC-59

Hours worked

From 8:00 AM

To 4:30 PM

Description of Work

NAME	BADGE NO.											TOTAL HOURS	RATE	AMOUNT
O'Day	106	3	7½	1								8	4.93	39.44
Rowe	104	3		1	4		Line Tender					8	4.53	36.24
Thiessen	108	3		1	4		Line Tender					8	4.53	36.24
Johnson	35	3	4½	1								8½	5.13	43.61
Bartlett	35	3	4½	1								8½	4.27	34.16
							Diesel Driver							4.00
Crew														
Oiler Driver - 3 hrs							Charge ½ of Crew Time							
Tractor 3 hrs							for running Tractor							
5 Men - 15 hrs - 60.00							All other Crew							
							out on Location							
Total Hours												40	18	193.50
Amount														

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

ontract HC-59

Hours worked

From 8 Am

To 430 Pm

Description of Work

Working on Pier #12 & 13

Working on Pier #11

NAME	BADGE NO.	1	1.30									TOTAL HOURS	RATE	AMOUNT
[illegible] Gillis	44	8									✓	8	1.51	[illegible]
J. Sinclair	36	8									✓	8	1.51	[illegible]
[illegible] Elder	54		8								✓	8	45	3[illegible]

FORM E3058

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE

MATERIALS AND SUPPLIES

1. DATE: 8/25/65
PAGE 1 OF 1
2. CONTRACT NO.: 6467
3. EXTRA WORK ORDER NO.: CLAIM # CA-8-E
4. NAME AND ADDRESS OF CONTRACTOR
5. DESCRIPTION OF WORK: CORRECTIVE WORK TO INSTALL PIER 12 CAP

MATERIALS AND SUPPLIES FOR THE PERIOD ENDED 19

REC. NO.	NAME OF SUPPLIER	PER ATTACHED RECEIPTS AMOUNT
(1)	OREGON STATE HIGHWAY DEPT. — REINFORCING STEEL	$ —
(2)	BURKE CONCR. ACCESSORIES — UNDERWATER EPOXY	295.02
(3)	(2 BATCHES OF 2 UNITS EACH = 20 GAL.	
(4)	NORTHWEST TESTING LABORATORIES - CORE DRILLING	375.67
(5)		
(6)		
(7)		
(8)		
(9)		
(10)		
(11)		
(12)		
(13)		
(14)		
(15)		
(16)		
(17)		
(18)		
(19)		
(20)		
6. TOTAL AMOUNT		$ 670.69
7. CONTRACTOR'S PERCENTAGE ALLOWANCE— % OF TOTAL AMOUNT (LINE 6)		$
8. TOTAL MATERIALS AND SUPPLIES THIS INVOICE		$

Mr. Johnson

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

December 28, 1973

Mr. Richard A. Franzke
Davis, Biggs, Strayer, Stoel & Boley
Law Offices - 23rd Floor
900 S.W. 5th Avneue
Portland, Oregon 97204

Re: Raymond International, Inc., vs. State of Oregon
Marion County Circuit Court No. 64711 (L-5668)
Contract No. 7949 - Astoria Bridge

Dear Mr. Franzke

On December 17 and 18 representatives of Raymond International and the state met in Salem for an informal discussion of the Raymond claim under the above contract and the above-mentioned litigation. The parties agreed that the meeting would be completely without prejudice to either party in order to facilitate an informal free discussion of the facts. Attending the meeting were:

For Raymond	Roger G. Frail Richard Franzke
For the State	A. E. Johnson H. Scott Coulter Bob Ellison Bob Pool Les Hampton

This will confirm our next joint meeting scheduled for January 8, 1974, at 9:30 a.m. in Salem. As I mentioned, if possible we would prefer having additional Raymond people in attendance at the next meeting. Particularly a top-management official and possibly the project engineer or an assistant who was on this job and is familiar with the construction details.

The following paragraphs are based on memory and notes that we made during the meeting. My comments are not intended as an official memorial of the meeting or to imply we reached contractual agreement on the items mentioned. As you know,

we did discuss added investigation and information that we would accumulate, hopefully prior to our next meeting.

First, you were to obtain from me the status of Delong vs. Raymond International, the case that was filed in the Federal District Court for Washington, D.C. Secondly, I forward herewith information that Bob Ellison extracted relative to laitance removal between tremie pours and comments from our records as to causation of laitance deemed by us to be excessive. The following comments I will make on a claim by claim basis.

R A C - 1

This claim involves the interpretation and analysis of the general and special provisions of the contract, the interpretation of the contract drawing, both the Delong plan and the supplemental sheets added under the Raymond Contract. We primarily agreed to disagree and were both to make a further analysis of the mentioned items prior to the next meeting. As I remember, I stated that the state was not prepared to agree with your interpretation of this item, but that we did not necessarily exclude some comprise on this claim.

R A C - 2

As mentioned, our records show only a few instances where you were required to remove laitance between tremie pours. These are set out in the report forwarded herewith. If you have added questions thereon, we can probably furnish additional details. You indicated at the meeting that you would reciprocate on the Raymond records to provide specific instances where laitance were required to be removed. You further indicated that if we could show specific causes for excess laitance caused by "Raymond goofs" you would probably accept those.

R A C - 3

In connection with this claim we stated that we were relying on the as is conditions of the specifications and the requirement that Raymond make its own inspection of the forms. You indicated that you would supply us with more specific detail as to the exact nature of the claimed latent defect in the forms that you could not discover with reasonable inspection. You were also to supply additional information from the Raymond records to the nature of the state's claimed actual knowledge of said latent defects. We were also to search our records for details in connection with this claim.

R A C - 4

In connection with this claim, we advised you that soundings and other records did not indicate appreciable scour at any of the piers involved with Raymond's work. We also restated our position that scour was the responsibility of the contractor until the pier was accepted by the state. We had difficulty identifying the particular extra rock that makes up this claim. Apparently, it is rock dumped up stream from some spills. You were to supply us with added information as to when and where the rock was dumped and as to when and who, if anyone, from the state directed you to dump the rock. We will, of course, also review our records.

R A C - 5

This claim was eliminated and is not included in the complaint.

R A C - 6A

This claim was paid by the state, I believe by price agreement no. 17. It was eliminated from the complaint.

R A C - 6B

My notes reveal little discussion on this claim as I recall both parties needed a further review of the facts.

R A C - 6C

This claim for replacing anchor bolts was paid by the state, I believe by extra work order no. 12. The claim should be eliminated from the complaint.

R A C - 6D

As I recall, neither party had very detailed information with respect to this claim beyond the notes heretofore exchanged. You were to supply us with additional detail from your record to support the claim that the state delayed in giving approval to continue the work on pier 10. We will also review our records and job diaries on this claim.

R A C - 6E

The above comments on 6D also apply to this claim. Both parties were to review their records further.

R A C - 7

Here again, apparently we agreed to disagree as to the cause of the upper portion of the shell moving out of position after placement. Pinning the facts down more specifically, you were to provide additional data from the Raymond records as to the chronology of events, particularly the date on which rock was placed at the bottom and around the shell. We will also review our records.

R A C - 8

I gathered from the discussion that you will probably drop this claim. During the discussion, Mr. Frail concurred that it would have been too risky to use percussion drilling for the line of holes drilled in the cap at those particular points.

R A C - 9

We made some progress on this particularly large claim. We have a disagreement as to the liability question and agreed to disagree. In discussing the facts, we candidly estab-lised that we are talking about the up-stream seal only in connection with this claim. Mr. Frail concurred that the very few inches oversized at the down-stream seal "is about as close as you can get it". Any experienced contractor would anticipate a minor variance in the plan size of the seal and the size of a cofferdam as large as this one.

In roughly computing this claim on a portional basis for the removal of the extra bad concrete and replacing it with good, you had a computation approximatly $45,000. As I recall, you included the removal of 1,000 yards of contaminated aggregate, but did not consider the question of removal of concrete tighly bonded to the pilling, if any. You were to investigate further the basis, is any, of the $271,000 claim. I indicated that there was some degree of correlation between the size of this claim and the state's willingness to consider a possible compromise of the same.

R A C - 10

This claim is interrelated to No. 9. If Mr. Allison's arithmetic is correct, the claim should refine to somewhere between $300 and $1,000, as I recall his comments. We were both to check our arithmetic and for further details in our respective records.

R A C - 11

Here again, this claim was paid by the state. I believe this item was paid along with No. 6A by price agreement 17.

R A C - 12

On this claim we strongly urge that the specification clearly place the responsibility for protecting the work and providing navigational aids on Raymond International. We will, of course, again review the provisions of the contract and our contract with the American Bridge Division, U.S. Steel. We urge you to do likewise. As I recall, we were both to check our records as to the availability of channel buoys from the coast guard at the critical time.

R A C - 13

As mentioned above, you were to advise me as to the status of the Delong vs. Raymond case in the U. S. District Court for Washington, D.C.

R A C - 14

Here again, we had definite disagreements as to the liability on this claim as to the amount of the claim, you were to advise us of how the subcontractors' claim of $10,166.75 converted to the Raymond claim of $41,902.78. I also point out that the breakdown previously supplied to us indicates that a portion of the subcontractors' claim is attributable to pier 169. It appears that the argument you presented at the meeting would apply pier 170 only. You were to supply additional information as to when and how the state represented to Raymond that pier 170 would be available about December 1, 1964. The only specific reference in the material you previously furnished to Mr. Lindas was to an October 30, 1964 conversation with Mr. Ballinger. However, your sub-contract was dated October 12, 1964, a prior date. Here again, we will also check our records.

R A C - 15

The last and substantial claim for claimed extra costs due to the "consequential effects occasioned by the actions in the state" is impossible for us to comprehend based on the information received todate. Our discussions "petered out" at this point. You were to supply us with additional details concerning this claim.

If I have made substantial errors in the above outline or have omitted things that we should be working on, please advise me as soon as possible. We will look forward to the next meeting and sincerely hope that this matter can be resolved without litigation.

Sincerely

Leslie B. Hampton
Assistant Chief Trial Counsel

jm

COLUMBIA RIVER BRIDGE AT ASTORIA
CONTRACT FOR COMPLETION OF PIERS
RAYMOND INTERNATIONAL INC.
CONTRACT 6467

The following is a summary of the locations at which laitance was removed from between underwater tremie concrete pours within the precast pier shells.

Pier Shell	Amount of Laitance	Reason for Laitance
6 U/S (first attempt)	Extensive	Tremie pipe setting on foundation pile. 70 cubic yards of concrete poured through water. All removed.
6 U/S (second attempt)	Layer of Mud 2 feet deep	Mud came in through hole under edge of seal where tremie concrete had blown out. All mud removed.
6 D/S	4" at center 1 to 1 1/2 feet at edges	Tremie pipe broke. Several cubic yards of concrete fell through the water.
9 U/S	1" to 2" in center 6" to 10" at edges	Cables of foot valves fouled with dowels at elevation -33 (joint in shaft) resulted in laitance and gravel.
10 D/S (first attempt)	18" to 24" Also poor quality of concrete	Improper use of add mixtures: water in tremie pipe: extreme movement of pipe (caused stirring action)
10 D/S (second attempt)	Extensive	Poured concrete directly into water.
10 D/S (third attempt)	2" to 6"	Lost seal in tremie pipe
11 U/S	3" to 18" deep	Approximately 5 1/2 cubic yards of concrete poured with water in tremie pipe
12 D/S	12" deep pile of gravel 8 feet in diameter	Pile of gravel formed when tremie pipe lifted out without closing foot valve.
19 D/S	12" to 14"	Tremie pipe plugged several times. Excessive up and down movement to clear pipe resulted in stirring action which caused formation of laitance.

P. O. BOX 868

COPY

RAYMOND

INTERNATIONAL INC.

TELEPHONE 325-2066

129 W. BOND STREET ASTORIA, OREGON

June 14, 1965

CA-6D

Mr. George F. Ferris
Raymond International Inc.
140 Cedar Street
New York, New York
10006

Dear Mr. Ferris:

In our previous letters we wrote you about the difficulty we were having in getting the downstream bell in Pier 10 cleaned out and approved by the State so that we could continue our tremie concrete above the seal pour. On the 9th we moved the DeLong Barge 159 over to Pier 10 and on the 10th John Paul Jones made a very careful inspection of the seal concrete in the downstream bell using lights and divers, and from our investigation we were of the opinion that the concrete was quite good and could see no reason for not going ahead with the tremie concrete in this bell. After plotting up our findings and discussing them with Messrs. Ellison and Pool of the State Highway Department, it was decided that a joint inspection would be made between our divers and the State Highway Divers on the 11th. This was done, the State having two divers present and we having two divers. The State's Divers confirmed the findings of our divers on the previous day and air tools were used by the State's Divers to determine the quality and hardness of the concrete seal. Late in the evening of the 11th Mr. Ellison called me on the phone and said that Mr. Rear of the Salem office had been here that day and after they had reviewed the situation in the downstream bell of Pier 10 it was approved by the State for us to continue with the tremie concrete.

Inasmuch as we did no work on the downstream bell after the 5th of June, it is our opinion that we have a good claim against the State for extra costs that we have incurred on Pier 10 because on the week ending the 5th of June the State Engineers advised us that the downstream bell was still unacceptable. In addition to the delay in time, we incurred additional costs in adapting the cap which we had cast for Pier 10 so that it could be utilized on Pier 11. Also in recasting the cap for Pier 10 we will have to buy additional steel and cut off some of the steel in the cap that we put on Pier 11 due to the difference in the elevation of the bridge bearings on these two piers. We will work all of this up here and detail the moneys involved.

Very truly yours,

RAYMOND INTERNATIONAL INC.

P. L. Hamilton
Project Manager

PLH/fd
cc: C. Scott, NYO
P. McHale
file

A/c For 10 Reinspection & Lab Substitution

	1	2	3	4
Summary - Labor Costs	Hours Labor	Amount	Health Welfare	Pension
Sheet No. 1	95	9774	79	21
		1866		
		21		
Payroll Ins. & Taxes - 19.1011%				
Health Welfare Pension				
Total Net Labor Costs		11929		
Overhead & Supt				
Fica - 3.625%				
Work Comp - 11.2812%				
PD & PL Ins - 1.0949				
Unemployment - 2.1				
Total 19.1011%				

4804 - Buff
8804 - Green

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 8:00 AM

To 3:00 PM

Description of Work

NAME	BADGE NO.	1/12/55										TOTAL HOURS	RATE	AMOUNT
Cline		1½									✓	6½	1.93	32.05
Stone		1½									✓	6½	1.43	28.80
Jones		1½									✓	6½	1.43	28.80
Lutz		1½									✓	6½	"	28.80
Gilliam		1½									✓	6½	"	28.80
					Travel - 4 @ 2.75									22.00
[illegible]		1½									✓	6½	1.43	35.30
[illegible]		1½									✓	6½	1.43	27.76
[illegible]		1½									✓	6½	1.43	35.30
[illegible]		1½									✓	6½	1.43	27.76
					CHARGE - CREW									
Klein		1			ENTIRE CREW									27.33
		27.37												281.37
9 days - 58½ hrs -		281.37												
		554.74												
Total Hours												58½		554.74
Amount														

Date 1-13-55 APPROVED [illegible]

FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 8 00 AM

To 3 00 PM

Description of Work: Construct bell pour pier #10 Install slugs Stage 1-9

NAME	BADGE NO.	12-7	10-31									TOTAL HOURS	RATE	AMOUNT
C Berg	106	4	4½								✓	8½	193	44.7 / 41.91
D Bauer	104	4	4½		Asst Tender						* ✓	8½	453	✓✓7 / 38.51
H Thiessen	108	4	4½		Asst Tender						* ✓	8½	"	✓✓7 / 38.51
Forentz	136	4	4½								✓	8½	443	✓✓✓ / 37.66
C Johnson	33	4	4½								✓	8½	543	✓.7✓ / 46.16
Bechtel	35	4	4½								✓	8½	4✓7	✓.14 / 36.30
					Time - 20 ms									4.00
Rain														17.09
6 days - 57 hrs. -		1409 / 24305												24305
		25714												
Total Hours												51	5.04½	25714
Amount														

Date 12-11-63 APPROVED C Berg FOREMAN

11

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 5.00 AM

To .....

Description of Work: Inspect River Diversion Ball; Stacking Lines & Wire Rope; Level Barges #3

NAME	BADGE NO.												TOTAL HOURS	RATE	AMOUNT
Ok Chatman	10	4	5	1								✓	10	4.85	9.70 48.50
Lee Wilks	24	4	5	1								✓	10	"	9.70 48.50
						1 mile - 20 mi									4.00
															19.40
															101.00
Rain															
2 days - 20 hr. -															19.40 101.00
															120.40
Total Hours													20	6.02	120.40
Amount															

Date 6-11-65 APPROVED ..... FOREMAN

9

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 0800

To .....

Description of Work: Inspection of Pier 10 Light 81 ft.

NAME	BADGE NO.	1.	2	1	7												TOTAL HOURS	RATE	AMOUNT
P. Mark	1V3	4														✓	4	1500	31.00 60.00
B. Sanders	1V9	4														✓	4	1500	31.00 60.00
Rain																			
2 days - 8 hrs - 18V.00																			
Total Hours																	8		18V.00
Amount																			

Date 6-11-65 APPROVED John Stewart Jones FOREMAN

3

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 8 A M -

To 5 00 P M

Description of Work: pet farms fuel #1 & #3 & #4 & 1 set; inspect belts #1 & #4 & 1 set; weld legs Barge 139

NAME	BADGE NO.	1 1/2	1 1/2	10 1/2								TOTAL HOURS	RATE	AMOUNT
C Berg	106		4	7 1/2							✓	11 1/2	4.93	17.20 56.7
Divers	104		4	7 1/2							✓	11 1/2	4.43	15.5 50.95
T Hansen	108	8		5 1/2							✓	11 1/2	4.43	15.51 50.95
Lorentz	136		4	7 1/2							✓	11 1/2	4.43	15.51 50.95
C Johnson	33		4	7 1/2							✓	11 1/2	5.43	19.0 62.45
Berndt	35		4	7 1/2							✓	11 1/2	4.07	14.95 49.11
				Dinner										1.00
Rain														
6 Men 69 hrs - 3	97.75 325.11													
4 x 86														97.75 325.11
Total Hours												69	6.1284	422.86
Amount														

Date 6-10-65 APPROVED C Berg FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 0900

To 1200

Description of Work: Painting exterior walls on Pier 16 Pile Trestle Lighting

Pier 130 ft 6+17.67

NAME	BADGE NO.	1st												TOTAL HOURS	RATE	AMOUNT
P. Mark	123	4											*	4	15.00	60.00
B. Sandro	129	4											*	4	15.00	60.00
Crew 2 days - 8 hr - 182.00																
Total Hours														5		182.00
Amount																

Date 6-10-65

APPROVED .....
FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 0700

To 1230

Description of Work: Installation of Line 10 Pipe in Ditch at Site

NAME	BADGE NO.	1-21										TOTAL HOURS	RATE	AMOUNT
B Sanders	129	4									✓	4	15.00	60.00
P Ware	123	4									✓	4	15.00	60.00
Total														
2 Men - 8 hrs.		182.10												
Total Hours												8		15.00
Amount														

Date 6-9-65

APPROVED [signature]
FOREMAN

25

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 7:00 AM

To 4:30 PM

Description of Work: Erect Treated piers 168 - Narrow bays 153 & piers #10 - 4:30 PM - 7:00 PM

NAME	BADGE NO.	1.5	1.5									TOTAL HOURS	RATE	AMOUNT
C Berg	106	8									✓	8	4.93	39.44
Fogarty	136 104	8	2½								✓	10½	4.13	11.06 46.50
C Johnson	33	8	2½								✓	10½	5.43	13.58 57.02
Bechtold	35	8									✓	8	4.27	34.16
														4.00
Rent														
space - 37 ft.			24.66 181.14											
			205.80											24.66 181.14
Total Hours												37	5.56	205.80
Amount														

Date 6-9-65

APPROVED C Berg
FOREMAN

FOREMAN'S DAILY TIME REPORT

RAYMOND INTERNATIONAL, INC.

Contract HC-59

Hours worked

From 5:00

To .....

Description of Work

NAME	BADGE NO.											TOTAL HOURS	RATE	AMOUNT
[illegible]	410	5	2½									10½	4.85	6.00 50.9
[illegible]	411	5	2½									10½	4.85	6.00 50.9
[illegible]														4.00
[illegible]			11½											
														13.12 105.84
Total Hours												21	5,614	117.7
Amount														

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT INVOICE

—LABOR—

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL			
F I C A — SOCIAL SECURITY	%	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)	$
9 STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	%	13. HEALTH AND WELFARE HOURS AT PER HOUR = $	
		PENSION HOURS AT PER HOUR = $	
10 LESS REDUCTION RATE	%	12 HEALTH AND WELFARE HOURS AT PER HOUR = $	
		PENSION HOURS AT PER HOUR = $	$
11 CREDIT UNEMPLOYMENT COMPENSATION	%	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$
12 ADD FEDERAL UNEMPLOYMENT COMPENSATION	%	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 17) FOR PLACER CULV—CHAPTER 37 5% FOR ALL OTHER LABOR—CHAPTER 19%	$
13 TOTAL TAXES AND INSURANCE ON PAY ROLL	%	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT PLACERS	$

| | | |

FORM E3999

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
MATERIALS AND SUPPLIES

1. DATE

PAGE 1 OF 1

2. CONTRACT NO. 6467

3. EXTRA WORK ORDER NO. CLAIM CH-6-D

4. NAME AND ADDRESS OF CONTRACTOR
RAY -
-
-

5. DESCRIPTION OF WORK
PIER 10 RE-INSPECTION AND CAP SUBSTITUTION

MATERIALS AND SUPPLIES FOR THE PERIOD ENDED 19

PER ATTACHED RECEIPTS

REC. NO.	NAME OF SUPPLIER	AMOUNT
(1)	OREGON STATE HIGHWY DEPT - REINF. STEEL - 8414 # @0.08	$ 673.12
(2)	NORTHWEST TESTING LABORATORIES - CORE DRILLING	1000.00
(3)	SOULE STEEL CO - REBAR EXTRA WORK	119.63
(4)		
(5)		
(6)		
(7)		
(8)		
(9)		
(10)		
(11)		
(12)		
(13)		
(14)		
(15)		
(16)		
(17)		
(18)		
(19)		
(20)		
6. TOTAL AMOUNT		$ 1792.75
7. CONTRACTOR'S PERCENTAGE ALLOWANCE— % OF TOTAL AMOUNT (LINE 6)		$
8. TOTAL MATERIALS AND SUPPLIES THIS INVOICE		$

REV. 8-1968

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

1. NAME AND ADDRESS OF CONTRACTOR

2. DESCRIPTION OF WORK

3. DATE — PAGE 1 OF

4. CONTRACT NO

FOR THE PERIOD ENDED 19

5. EXTRA WORK ORDER NO

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1 2 3 4 5	6 7 8 9 10	11 12 13 14 15	16 17 18 19 20	21 22 23 24 25	26 27 28 29 30 31	HOURS	RATE	AMOUNT
1											$
2											
3											
4											
5											
6											
7											
8											
9											
10											
11											
12											
13											
14											
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16											
17											
18											
19											
20											
21											
22											
23											
24											
25	TOTAL RENTAL										$

7. CONTRACTOR'S PERCENTAGE ALLOWANACE (%) (ITEM 6)	$
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	$

7949

October 23, 1973

[redacted]

[redacted]

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

[redacted] for work on Franklin Boulevard at 11th Avenue in the City of Eugene on the Pacific Highway West in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc [redacted]

[redacted]

bc C. T. Kenery
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Eugene City Engineer

#7949

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project T-5010(8)
Franklin Blvd. at 11th Ave. (Eugene)
Tentative Concurrence in Award

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information furnished in Mr. Young's October 5 letter we concur that it is in the public interest to award a contract for the subject project to the low bidder even though his low bid was 25.8 percent over the Engineer's Estimate.

G. L. Green

10-18-73
NOTED
E. S. HUNTER
cc Young

RECEIVED
STATE HWY ENGR
OCT 17 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | DIR | Insp | Ltr | File
Cyaej

RECEIVED
OCT 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STATE COPY

Oregon State Highway Division

Federal-aid Project
No. T-5010(8)

FRANKLIN BOULEVARD AT 11TH AVENUE (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, October 12, 1973

Project Agreement Estimate.

Type Code Y-008
Channelization

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Removal of Structures and Obstructions	All Required		6,832.00
General Excavation	700 cu.yd.	3.02	2,114.00
Furnishing and Placing Topsoil	100 cu.yd.	7.50	750.00
Class "C" Asphalt Concrete	1,060 ton	10.66	11,299.60
8-inch Sewer Pipe	16 lin.ft.	20.25	324.00
Concrete Inlets, Type CG-1	1 only	285.00	285.00
Concrete Walks	450 sq.yd.	8.51	3,829.50
Concrete Curbs	95 cu.yd.	68.00	6,460.00
Irrigation System	All Required		1,724.00
Sod Lawn	All Required		1,700.00
			$39,318.10

Additional Items

Flagging	All Required	$ 450.00
Permanent Striping	All Required	100.00
Temporary Striping	All Required	100.00
Erosion Control	All Required	100.00
		$ 750.00
	Subtotal	$40,068.10
	10% Engineering	4,005.90
	Total	$44,074.00

Length of Roadway - - - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - - -	$28,026.00
State Funds - - - - - - - - - - - - - -	8,024.00
City Funds - - - - - - - - - - - - - - -	8,024.00
Total	$44,074.00

Group 1 - 100%
Contract No. 7949
Prefix: 20-0609

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO G. L. Green, Division
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 10, 1973, is requested in the award of contract for the Franklin Boulevard at 11th Avenue (Eugene) Section, Project No. T-5010(8).

The contractor receiving the award is Shur-way Contractors, Inc., in the amount of $39,318.10, with Contract No. 7949 assigned. This bid was received on September 27, 1973 and awarded on October 10, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

NOTED
R. D. ASBURRY

Federal Highway Administration endorsement

Date OCT 15 1973
I concur in the award.

for G. L. Green
Division Engineer

RECEIVED
OCT 17 1973
OFFICE ENGINEERING SECTION

7949

bc C. T. [illegible]sey
Walt Hall
L. H. Young
Attn Vince Gallagher
Alfred Shirley
Eugene City Engineer
William Geibel (SAIF)

October 10, 1973

Shur-Way Contractors, Inc.
P. O. Box 1908
Eugene, Oregon 97401

Gentlemen:

The Oregon Transportation Commission on October 8, 1973, accepted your proposal for work on the Franklin Boulevard at 11th Avenue Section in the City of Eugene on the Pacific Highway West in Lane County in the amount of $39,318.10 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Eugene is received, the sum of $9,100 is deposited by the City, and approval of the Federal Highway Administration is received.

These conditions were fulfilled, and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7949.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 22, 1973.

Very truly yours,

C. V. Hand, Manager
ADMINISTRATIVE SERVICES

By
R. H. Graham, Assistant Manager

bs
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 8, 1973

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

Re: TOPICS Project T-5010(8)
Franklin Blvd. @ 11th Avenue

Dear Al,

This will acknowledge receipt of the City of Eugene's check in the amount of $9,100 which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded as soon as Federal Highway Administration approval has been received.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
A. Shirley, Jr.

RECEIVED
OCT 9 1973
Office of
Assistant State Highway Engineer

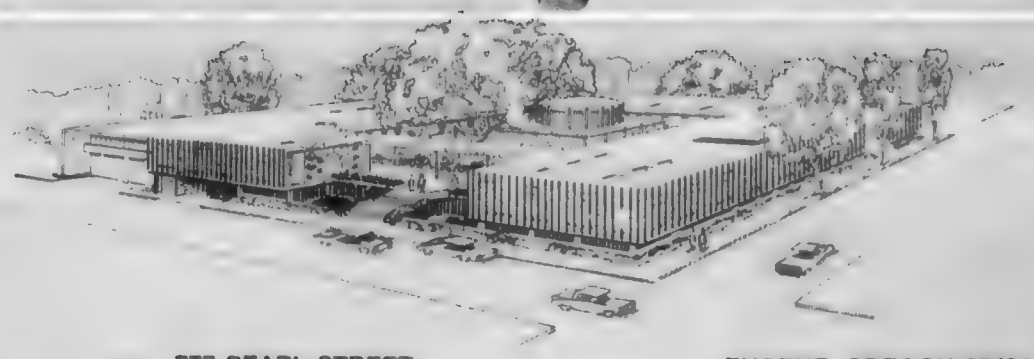
56421

CITY OF EUGENE, OREGON

RETURN IF INCORRECT

DESCRIPTION OR INVOICE No	DATE	NET AMOUNT	
CITY'S ADVANCED DEPOSIT FOR CONSTRUCTION COSTS OF TOPICS PROJECT T-5010 (8) - FRANKLIN BLVD, AT 11TH AVENUE.	10-5-73	9,100.00	

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

October 5, 1973

Mr. H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5010(8)
Franklin Blvd. at 11th Avenue

Dear Mr. Cox:

Enclosed is a check in the amount of $9100.00 for the city's estimated share of the cost of subject project.

I trust the contract will be awarded at the earliest possible time.

Very truly yours,

Alva Williams, Jr.
Traffic Engineer

AW:jd

enc. (check)

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1973

RECEIVED
[illegible] FINANCE BRANCH
Check # 56421 Amt. $9,100.
By C.C.H. Date 10/8/73
For ADVANCE DEPOSIT

CLR-DT FILE # 501008

								*
4	0	0	0.	0	0			
			6	8.	3	2		
			6	8.	3	2		-
		6.	8	3	2.	0	0	
		2.	1	1	4.	0	0	
			7	5	0.	0	0	
	1	1.	2	9	9.	6	0	
			3	2	5.	6	0	
			2	8	5.	0	0	
		3.	8	2	9.	5	0	
		6.	4	6	0.	0	0	
		1.	7	2	4.	0	0	
		1.	7	0	0.	0	0	
3	9.	3	1	9.	7	0		*
					1	6	0	*
				3	9	3	1	8	1	0	

25.9% over

(808)

FRANKLIN BOULEVARD AT 11TH AVENUE (EUGENE) SECTION

PACIFIC HIGHWAY WEST

LANE COUNTY

FAP No. T-5010(8)
0.19 mile Grading and Paving

Bids Received September 27, 1973

1.	Temporary Protection and Direction of Traffic	All Specified		$ 2,950.00
2.	Removal of Structures and Obstructions	All Specified		2,500.00
3.	General Excavation	700 cu.yds.	3.50	2,450.00
4.	Furnishing and Placing Topsoil	100 cu.yds.	6.00	600.00
5.	Class "C" Asphalt Concrete	1,060 tons	11.00	11,660.00
6.	8-inch Sewer Pipe	16 lin.ft.	6.00	96.00
7.	Concrete Inlets, Type CG-1	1 only	250.00	250.00
8.	Concrete Walks	450 sq.yds.	6.50	2,925.00
9.	Concrete Curbs	95 cu.yds.	60.00	5,700.00
10.	Irrigation System	All Specified		1,200.00
11.	Sod Lawn	All Specified		900.00
		For Comparison of Bids		$31,231.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$31,231.00	39,318.10
Anticipated Additional Items:			
Flagging (State Share)	$450.00		
~~Permanent Pavement Striping~~	~~100.00~~		
Stage Construction Striping	100.00		
Temporary Erosion Control	100.00		
		750.00	650
		$31,981.00	39,968.10
Contingencies (4-1/2%)		1,439.14	
Engineering (10%)		3,198.10	5745.37
Estimated Net Authorization, Construction		$36,618.24	45,713

ADV. DEP. 20% of $45,713 = 9142.60
Round to $9100

9-27-73
Phoned City (Williams) will hold letter until state makes recommendation.

13

SHUR-WAY CONTRACTORS, INC. EUGENE

FAS	
2	1,110,176
4	98,730
5	5,750
12	77,252
14	297,477
16	16,160
17	44,408

1- 162,[illegible]
3- 148,883
6- 73,350
9- 71,850
10 - 65,849
11 - 761,417
15- 526,958

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #8 LANE COUNTY
FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SECTION
PACIFIC HIGHWAY WEST IN EUGENE

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: SEPTEMBER 27, 1973

PAGE 1

Sunway Const. Inc. Eugene
Eugene Sand & Gravel "
Wildish Const. Co. "

31,231

QUANTITY		DESCRIPTION		Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	of Traffic Temporary Protection & Direction		1	4000	8000	8000
	L.S.	Removal of Structures & Obstructions		2	6832	5000	6000
700	C.Y.	General Excavation	2,114	3	3.02	3.25	6.30
100	C.Y.	Furnishing & Placing Topsoil	750	4	7.50	15	10
1,060	Tons	Cl. "C" Asphalt Concrete	11,299.60	5	10.66	12.25	11.50
16	L.F.	8-inch Sewer Pipe	324.00	6	20.25	10	20
1	Only	Concrete Inlets, Type CG-1	285	7	285	500	250
450	S.Y.	Concrete Walks	3,829.50	8	8.51	8.10	6.25
95	C.Y.	Concrete Curbs	6,460	9	68	65	80
	L.S.	Irrigation System	1,724	10	1724	1600	1700
	L.S.	Sod Lawn	1,700	11	1700	1650	1200
					39,318.10	43,840	44,482.50

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner
PRINTED IN U.S.A.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #8 LANE COUNTY
FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SECTION
PACIFIC HIGHWAY WEST IN EUGENE

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: SEPTEMBER 27, 1973

① Sweeney Const Inc Eugene
② Eugene Sand & Gravel Inc
③ Wildish Const Co Eugene

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	of Traffic Temporary Protection & Direction	1	4000	8700	8000
	L.S.	Removal of Structures & Obstructions	2	6832	5000	6000
700	C.Y.	General Excavation	3	3.02	3.75	4.30
100	C.Y.	Furnishing & Placing Topsoil	4	7.50	15	10
1,060	Tons	Cl. "C" Asphalt Concrete	5	10.66	12.25	11.50
16	L.F.	8-inch Sewer Pipe	6	20.25	10	20
1	Only	Concrete Inlets, Type CG-1	7	285	500	250
450	S.Y.	Concrete Walks	8	8.51	8.10	6.25
95	C.Y.	Concrete Curbs	9	68	65	80
	L.S.	Irrigation System	10	1724	1600	1700
	L.S.	Sod Lawn	11	1700	1650	1200
				35318.10	43,840	44,482.50

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.

09/27/73 JOB NUMBER 08

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	261 AMOUNT	148 UNIT BID	535 UNIT BID	UNIT BID
001	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	4000.00	4,000.00	8,000.00	7,000.00	
002	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	6832.00	6,832.00	5,000.00	8,000.00	
003	GENERAL EXCAVATION	700.000	CU YDS	3.02	2,114.00	3.75	6.30	
004	FURNISHING AND PLACING TOPSOIL	100.000	CU YDS	7.50	750.00	15.00	10.00	
005	CLASS C ASPHALT CONCRETE	1,060.000	TONS	10.66	11,299.60	12.25	11.50	
006	8-INCH SEWER PIPE	16.000	LIN FT	20.25	324.00	10.00	20.00	
007	CONCRETE INLETS TYPE CG-1	1.000	ONLY	285.00	285.00	500.00	250.00	
008	CONCRETE WALKS	450.000	SQ YDS	8.51	3,829.50	8.10	6.25	
009	CONCRETE CURBS	95.000	CU YDS	68.00	6,460.00	65.00	80.00	
010	IRRIGATION SYSTEM	1.000	LUMP SUM	1724.00	1,724.00	1,600.00	1,700.00	
011	SOD LAWN	1.000	LUMP SUM	1700.00	1,700.00	1,650.00	1,200.00	
	TOTAL BID				39,318.10	43,840.00	44,482.50	

October 5, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Franklin Blvd. at 11th Ave. (Eugene)
Section
Oregon Project No. T-5010(8)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on September 27, 1973 and Shur-Way Contractors, Inc., submitted the low bid in the amount of $39,318.10, which is $8,087.10 or 25.8% over our Engineer's estimate of $31,231.00. Two other bids were received in the amounts of $43,840.00 and $44,482.50.

There are four items on this project we believe were estimated low resulting in the major amount of the total bid exceeding our Engineer's estimate. They are as follows:

a. "Removal of Structures and Obstructions" was estimated without taking into consideration all of the removal work involved, therefore the estimate should have been considerably higher; closer to the amount bid on this item.

b. "Concrete Walks" and "Concrete Curbs" were estimated on average unit prices established in the "Average Unit Contract Prices of Successful Bidders Tabulation" for the year 1972 which really doesn't fit this project with such small quantities involved and the amount of hand placing necessary. For this reason we feel our estimate for these two items were low.

c. "Sod Lawn" was estimated too low because a large enough factor was not applied to our estimate to pay for the extra work made necessary by the small irregular areas to be covered.

We consider the low bid for the four items mentioned above as being reasonable. The remaining items in the contract average only 4% above the Engineer's estimate, therefore we feel we would not receive a more favorable bid if the project was readvertised.

For the above-stated reasons we feel that it is in the public interest to award the contract to the low bidder.

DAR:bb
cc: E. S. Hunter
C. T. Keasey
H. S. Cox
C. G. Swenson
E. L. Johnsen
C. E. Layton
R. N. Chase

bc: ~~L~~. L. Schroeder
L. H. Young
A. Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 3, 1973

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

Re: TOPICS Project T-5010(8)
Franklin Blvd. at 11th Avenue

Dear Al,

On September 27, 1973 the State Highway Division opened bids for the construction of the subject project. There were three bidders, all of whom bid higher than our engineer's estimate. This estimate has been reviewed, in light of the bids received, and it is our opinion that a lower bid would not be likely should these bids be rejected.

It is, therefore, our recommendation that the low bid submitted by Shur-way Contractors, Inc. of Eugene be accepted.

If you decide to proceed with the project the anticipated cost based on the low bid is as follows:

Contractor's bid	$39,318.10
Anticipated additional items:	
Flagging	450.00
Stage construction striping	100.00
Temporary erosion control	100.00
TOTAL	$39,968.10
Engineering & Contingencies (14½%)	5,745.37
TOTAL	$45,713.43

CITY'S ADVANCE DEPOSIT:

20% of TOTAL ($9,142.60, or say $9,100.00)

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make you check

RECEIVED
OCT 4 1973
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

in the amount of $9,100.00 payable to the Oregon State Highway Division and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

7949

OREGON STATE HIGHWAY DIVISION

INTER DEPARTMENT CORRESPONDENCE

DATE Salem, Oregon

October 1, 1973

TO

Harley E. Mayfield
Resident Engineer

FROM

Contract Payments Engineer

SUBJECT

Materials and Labor Report, Form PR-47

Contract 7949

FAP No. T-5010(8)

The contractor is to complete and submit the attached Form PR-47 to your office prior to your final acceptance date (Third Notification). Contract Special Provisions, Subsection 105.18.

Please forward the completed form to L. H. Young, Office Engineer, Salem. Do not submit it with the semifinal data.

WE:js

Attach.

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1973

SEP 20 1973
Approved Date _____
G. L. Oser, Division Engineer
Oregon Division
Federal Highway Administration
By _____ Title District Engineer

TO PLAN HOLDERS

FROM E. S. Hunter
Assistant State Highway Engineer

Revision Letter No. 1
Page 1 of 1

SUBJECT Franklin Blvd. at 11th Ave.
(Eugene) Section
Grading and Paving Project
(Bids to be opened and read
September 27, 1973)

This letter is to inform you of revisions to the special provisions for the subject project.

Enclosed is a copy of "Wage Determination Decision of the Secretary of Labor" No. AQ 1022 which supersedes Decision No. AP-284.

This new wage determination decision will become a part of the contract for the construction of this project by incorporation of this letter and wage determination decision therein and it will be understood that your bid has been submitted accordingly.

Enc.

SUPERSEDEAS DECISION

STATE: Oregon
DECISION NUMBER: AQ-1,022
Supersedes Decision No. AP-284 dated April 6, 1973, in 38 FR 8927
DESCRIPTION OF WORK: Building Construction (excluding single family homes and garden type apartments up to and including 4 stories), heavy and highway construction and dredging.

COUNTIES: Statewide
DATE: Date of Publication

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	1/Other
ASBESTOS WORKERS	7.85	.35	.60		.06	
BOILERMAKERS	6.95	.60	1.00	.50	.02	
BRICKLAYERS; Stonemasons						
Clackamas, Clatsop, Columbia, Gilliam, Hood River, Multnomah, Morrow, Sherman, Tillamook, Wasco (north of the City of Maupin), Washington, N½ Yamhill Cos.	7.90	.35	.35		.02	
North ½ of Lincoln, Marion, Polk, S½ of Yamhill Cos.	7.40	.35	.35		.02	
Baker North 1/2 of Malheur, Union, Umatilla, Wallowa Cos.	7.85	.30				
Benton, Coos, Crook, Curry, Deschutes, Douglas, Grant, Harney, Jackson, Jefferson, Josephine, Klamath, Lake, Lane, South 1/2 of Lincoln, Linn, South 1/2 of Malheur, Wasco (incl. the City of Maupin & south thereof), Wheeler Cos.	7.00	.45	.45		.02	
CARPENTERS:						
Acoustical & Drywall Applicators; Automatic Nailing Machine; Carpenters; Form Strippers; Manhole Builders	6.78	.55	.40	.35	.03	
Piledrivermen, Bridge, Dock & Wharf Builders	6.88	.55	.40	.35	.03	
Floor Layers & Finishers; Stationary Power Saw Operators	6.91	.55	.40	.35	.03	
Boom Men	6.98	.55	.40	.35	.03	
Millwrights & Machine Erectors	7.03	.55	.40	.35	.03	
CEMENT MASONS:						
Cement Masons	6.91	.35	.35		.01	
Mastic Worker; Composition Workers; Gunnite Man; Power Machinery Operator	7.035	.35	.35		.01	
DRYWALL TAPERS	6.93	.40	.40	.35	.03	
ELECTRICIANS:						
Malheur County						
Electricians	7.95	.30	1%		1%	
Cable Splicers	8.745	.30	1%		1%	
Baker; Gilliam; Grant; Morrow; Umatilla; Union; Wallowa; Wheeler Cos.						
Electricians	8.05	.35	1%+.40		.02	
Cable Splicers	8.855	.35	1%+.40		.02	
Coos; Curry; Lincoln; Those portions of Douglas & Lane Cos. lying west of a line north & south from the NE corner.						
Lincoln Co.						
Electricians	$8.21	.25	1%		.04	
Cable Splicers	9.03	.25	1%		.04	
Benton; Crook; Deschutes; Jefferson; Lane (except coast portion); Linn; Marion; Polk; S 1/2 of Yamhill Cos.						
Electricians	8.50	.25	1%		.04	
Cable Splicers	8.95	.25	1%		.04	
Clackamas; Clatsop; Columbia; Hood River; Multnomah; Sherman; Tillamook; Wasco; Washington; N½ of Yamhill Cos.						
Electricians	8.05	.25	1% +.40		.02	
Cable Splicers	8.70	.25	1% +.40		.02	
Harney; Jackson; Josephine; Klamath; Lake; That portion of Douglas lying east of a line running north & south from the corner of Coos Co. to the southeast corner of Lincoln Co.						
Electricians	8.40	.25	1%		.04	
Cable Splicers	8.95	.25	1%		.04	
ELEVATOR CONSTRUCTORS	8.01	.345	.22	2% + a		
ELEVATOR CONSTRUCTORS' HELPERS	70%JR	.345	.22	2% + a		
ELEVATOR CONSTRUCTORS' HELPERS (PROB.)	50%JR					
GLAZIERS	7.20	.26	.30	6.5%	.01	
IRONWORKERS:						
Reinforcing; Structural; Fence Erectors; Ornamental; Riggers; Signal Men	7.31	.48	.65	.25	.05	
LATHERS						
Clackamas, Clatsop, Columbia, Gilliam, Harney, Hood River, Morrow, Multnomah, Sherman, Tillamook, Wasco, Washington, Yamhill Cos.	6.60	.15			.01	
MARBLE SETTERS						
Clackamas, Clatsop, Columbia, Gilliam, Hood River North 1/2 of Lincoln, Marion, Multnomah, Morrow, Polk, Sherman, Tillamook, Wasco (north of the City of Maupin), Washington, Yamhill Cos.	7.90	.35	.35		.02	
Baker, North 1/2 of Malheur, Union, Umatilla; Wallowa Cos.						
Outside	7.85	.30				
Inside	7.65	.30				
Benton, Coos, Crook, Curry, Deschutes, Douglas, Grant, Harney, Jackson, Jefferson, Josephine, Klamath, Lake,						

(a)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Gr
Lane, South 1/2 of Lincoln, Linn, South 1/2 of Malheur, Wasco (incl. the City of Maupin & south thereof), Wheeler Cos.	$7.00	.45	.45		.02	
PAINTERS:						
Brush	7.05	.30	.20		.03	
Spray	7.30	.30	.20		.03	
High Work over 100'	7.55	.30	.20		.03	
High Towers, ground to 100'	7.20	.30	.20		.03	
High Towers, ground to 300'	7.55	.30	.20		.03	
High Towers, ground to over 300'	8.05	.30	.20		.03	
PLASTERERS	7.35	.50	.60		.01	
PLUMBERS; STEAMFITTERS:						
Baker; Harney (except NW portion); Malheur Cos.	6.58	.28	.30		.05	
Grant (except SW corner); Morrow; Umatilla; Wallowa; Union Cos.	7.52	.26	.85	.47	.08	
N. 1/2 of Benton, Lincoln, & Linn Cos.; Marion; Polk; S 1/2 of Tillamook, Yamhill Cos.	6.95	.51	.63	1.00	.08	
Clackamas; Clatsop; Columbia; Gilliam; Hood River; Jefferson; Multnomah; Sherman; N. 1/2 of Tillamook; Wasco; Wheeler; Washington; & N. 1/2 of Yamhill	7.68	.65	.75		.07	
Coos; Curry; West Coast portion of Douglas Co; Lane (City of Florence) Lane (except for City of Florence); Douglas (except coast portion); Crook; Deschutes; N.W. portion of Harney; Northern portions of Klamath and Lake Cos.; S. 1/2 of Lincoln, Linn, Benton and Jefferson Cos.; & S.W. corner of Grant County	7.74	.41	.52		.0175	
Remainder of Klamath & Lake Cos.	7.73	.41	.62		.02	
Jackson; Josephine Cos.	7.06	.45	.55	.75	.05	
ROOFERS	7.05	.40	.50	.43	.02	
Clackamas, Clatsop, Columbia, Gilliam, Hood River, Jefferson, Multnomah, Sherman, Tillamook, Wasco Cos.						
Roofers	7.30	.45	.55			
Coal Tar	7.80	.45	.55			
Coal Tar in confined areas	8.05	.45	.55			
Wallowa County	6.65					
Coos, Crook, Curry, Deschutes, Douglas, Harney, Jackson, Josephine, Klamath, Lake, Lane, Malheur Cos.	6.53	.25				
Marion, Yamhill, Polk, Lincoln, Benton, Linn Counties	6.00	.22	.15			

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	O
SHEET METAL WORKERS						
Benton, Clackamas, Clatsop, Columbia, Crook, Deschutes, Gilliam, Grant, Harney, Hood River, Jefferson, Lincoln, Linn, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Wasco, Washington, Wheeler, Yamhill Cos.	$6.94	.33	.24	.28	.02	
Malheur County	7.06	.27	.20		.02	
Baker, Umatilla, Union, Wallowa Cos.	6.50	.22	.30			
Coos, Curry, Douglas, Lane Cos.	7.85	.22	.34		1/2%	
Jackson, Josephine	6.73	.22	.30			
SOFT FLOOR LAYERS	7.15	.40	.45	b	.05	
SPRINKLER FITTERS	8.70	.30	.50		.05	
TILE SETTERS & TERRAZZO WORKERS						
Clatsop, Clackamas, Columbia, Gilliam, Harney, Hood River, N. 1/2 of Lincoln, Marion, Morrow, Multnomah, Polk, Sherman, Wasco (north of the City of Maupin), Washington, Tillamook, Yamhill Cos.	7.24	.38	.35			
Baker, North 1/2 of Malheur, Union, Umatilla, Wallowa Cos.	7.18	.30				
Benton, Coos, Crook, Curry, Deschutes, Douglas, Grant, Jackson, Jefferson, Josephine, Klamath, Lake, Lane, South 1/2 of Lincoln, Linn, South 1/2 of Malheur, Wasco (incl. the City of Maupin and south thereof), Wheeler Cos	6.95	.35	.35			
TILE SETTERS' HELPERS	6.04	.25				
WELDERS; RIGGERS: Receive rate prescribed for craft performing operation to which welding is incidental.						

PAID HOLIDAYS:
A-New Year's Day; B-Memorial Day; C-Independence Day; D-Labor Day; E-Thanksgiving Day; F-Christmas Day.

FOOTNOTES:
a. Employer credits 4% basic hourly rate of employee with over 5 years' service, 2% basic hourly rate from 6 months to 5 years' service to Vacation Plan. Six Paid Holidays: A through F.

b. 4% of all gross wages to be placed to the credit of employees with less than one year of service. 6% to employees with more than one year of service

POWER EQUIPMENT OPERATORS	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Others
GROUP I ASSISTANT CONVEYOR; Oiler, including plant and crusher; Crusher Feederman; Deckhand; Self-propelled Scaffolding; Guard Rail Punch Oiler; Pump under 4" Brakeman Switchman; Parts Man (Tool Room)	$6.40	.45	.60	.25		
GROUP II BLADE, PULLED TYPE; Truck Crane Oiler-driver, 25 ton capacity or over; Fireman, all equipment; A-Frame Truck, single drum; Tugger or Coffin type Hoist, any power; Drill Helper; Auger Oiler; Boatman; Forklift or Lumber Stacker; Temporary Heating Plant; Grade Oiler, required to check grade; Grade Checker; Tar Pot Fireman; Tar Pot Fireman (power agitated); M. D. Repairman Helper; Welder's Helper; Fireman Helicopter Radio-man (ground); Roller, Rock	6.54	.45	.60	.25		
GROUP III PLANT FIREMAN; Pugmill; Truck Mounted Asphalt Spreader, with screed; Compressor, any power, under 1,000 cu. ft. total capacity; Mixer Box Concrete Plant; Concrete Conveyor; Cement Hog; Concrete Saw, self-propelled unit; Wire Mat Machine or Booming Machine; Concrete Curing Machine, self-propelled; Bucket Elevator Loader, Barber Greene and similar type; Hydraulic Pipe Press; Pump any power, 4" and over; Hydrostatic Pump; Motorman; Ballast Jack Tamper; Bell Boy, phones, etc.; Tamping Machine, mechanical self-propelled; Hydrographic Seeder Machine, straw, pump or seed; Broom Operator, self-propelled; Air Filtration Equipment; Welding Machine	6.64	.45	.60	.25		
GROUP IV SCREED; Compactor, including vibratory; Compressor, over 1,000 cu. ft. total capacity; Concrete Mixer, single drum, under 5 bag capacity;						

	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Others
GROUP IV (Cont'd) Concrete Cooling Machine; Combination Mixer and Compressor, Gunnite work; Helicopter Hoist; Fork Lift, over 5 tons; Lull Hi-Lift or similar type, 20 ft. or over; Service Oiler (Greaser); Hydra Hammer or similar types; Pavement Breaker; Pump, more than 3, any size; Locomotive, under 40 tons; Roller, Oiling, CTB	$6.80	.45	.60	.25		
GROUP V CURB MACHINE, MECHANICAL BERM, CURB AND/OR CURB AND GUTTER: Wagner Pactor or similar type (without blade); Batch Plant Material Control; Power Jumbo, setting slip forms, etc. in tunnels; Slip Form Pumps, power driven hydraulic lifting device for concrete forms; Hoist, single drum; Elevator, Diesel, Gas, Engineer; Chip Spreading Machine; Lime Spreading Sweeper (Wayne Type) self-propelled; Tractor, rubber-tired 50 H. P. Flywheel and under; Trenching Machine, maximum digging capacity 3 ft. depth	6.82	.45	.60	.25		
GROUP VI ASPHALT PLANT; Asphalt Paver; Maginnis, internal full slab vibrator; Concrete finishing Machine, Clary, Johnson, Bidwell, Burgess, bridge deck or similar type; Curb Machine, Mechanical Berm, Curb and/or Curb and Gutter; Concrete Joint Machine; Concrete Planer; Cast in place pipe laying machine; Concrete Paving Machine; Concrete Spreader; Loaders, Rubber-tired type, 2 1/2 cu. yds. and under; Rock Spreader, self-propelled	6.90	.45	.60	.25		
GROUP VII ROLLER, ASPHALT; Concrete Mixer, single drum, 5 bag capacity and over; Beltcrete; Pumpcrete; Cement pump, Fuller-Kenyon and similar; Grouting Machine; Concrete Pump;						

(c)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Others
GROUP VII (Cont'd) Tower Mobile; A-Frame Truck, double drums; Boom Truck; Churn Drill and Earth Boring Machine; Hydraulic Backhoe, wheel type 3/8 cu. yds. and under with or without front end attachments 2 1/2 cu. yds. and under (Ford, John Deere, Case type); Elevating Grader, Tractor and towed requiring operator or grader; Pot Reamer; Ballast Regulator; Ballast Tamper Multi-Purpose; Track Liner; Tie Spacer, Shuttle Car; Locomotive, 40 tons and over	$6.96	.45	.60	.25		
GROUP VIII DIESEL-ELECTRIC ENGINEER, PLANT OR FLOATING; Batch Plant and/or wet mix, one and two drums; Generator; Diesel-Electric Engineer; Belt Loaders, Kolman and Ko Cal types	7.06	.45	.60	.25		
GROUP IX BULLDOZER; Drill Cat; Side-Boom Cat; Compactor, with blade; Chicago Boom and similar types; Lift Slab Machine; Boom Type lifting device, 5 tons capacity or less; Cherry picker or similar type crane-hoist 5 ton capacity or less; Grizzley; Crusher Plant; Boring Machine; Surface Heater & Planer; Hydraulic Backhoe, truck type 3/8 cu. yds. Loader, front end and overhead 2 1/2 cu. yds. and under 4 cu. yds.; Pipe Cleaning Machine; Pipe Doping Machine; Pipe Bending Machine; Pipe Wrapping Machine; Bolt Threading Machine; Drill Doctor; including bit grinder; H.D. Mechanic; H.D. Welder; Machine Tool Operator; Stationary Drag Scraper; Tractor Rubber-tired over 50 H.P. Flywheel; Tractor, Rubber tired with boom attachments; Trenching Machine maximum digging capacity over 3 ft. depth	7.12	.45	.60	.25		
GROUP X BULLDOZER, TWIN-ENGINE (TC 12 and similar type); Cable-Plow; Compactor,						

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Other
GROUP X (Cont'd) Multi-engine; Driller-Percussion, Diamond, Core, Cable, Rotary and similar types Jack Operator Elevating Barges; Barge Operator, self-unloading; Combination H.D. Mechanic-Welder; Welder-Certified; Rubber tired Dozers & Pushers (Michigan, Cat, Hough type)	$7.18	.45	.60	.25		
GROUP XI MIXER MOBILE: Crane, 25 tons and under; Shovel, Dragline; Clamshell, Hoe, etc., under 1 cu. yd.; Gradeall, under 1 cu. yd.; Mucking Machine	7.20	.45	.60	.25		
GROUP XII BLADE; Batch Plant and/or wet mix, 3 units or more; Hoist, 2 drum; Hoist, 3 or more drums; Elevating Loader, Athey and similar types; Piledriver (not crane type); Rubber-tired Scraper, single engine, single scraper; Scraper-Self-Loading, paddle wheel ladder type; Rubber-tired Scraper, twin engine; Rubber-tired Scraper, with push-pull attachments; Blade Mounted Spreaders, Ulrich and similar types; Shield Operator	7.26	.45	.60	.25		
GROUP XIII BLADE, FINISH (Working with either red or blue tops); Blade, Electronically controlled by wire or laser beams; Blade, Multi-engine; Concrete Paving and Road Mixer; Bridge Crane, Locomotive, Gantry, Overhead; Derrick, under 100 tons; Hoist, Stiff leg, Guy Derrick or similar type 50 tons and over; Cableway, up to 25 tons; Crane, over 25 tons and including 40 tons; Tower Crane; Piledriver (not crane type); Floating Clamshell, etc., under 3 cu. yds.; Floating Crane (Derrick Barge), less than 30 tons; Hydraulic Backhoe, truck type over 3/8 cu. yds., Elevating Grader, operated by tractor, Sierra, Euclid or similar types; Back-Filling Machine; Shovel, etc., 1 cu. yd., but less than 3 cu. yds.; Gradeall, 1 cu. yd., and over; Back Filling Machine	7.34	.45	.60	.25		

1-ORE-PRO-1-2-3-c (5-1)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Others
GROUP XIV RUBBER-TIRED SCRAPER WITH TANDEM SCRAPER	$7.50	.45	.60	.25		
GROUP XV ROCK HOUND. Loader, 4 cu. yds. but less than 6 cu. yds.	7.66	.45	.60	.25		
GROUP XVI AUTO GRADER (i.e. CMD) or TRIMMER; Tandem Bulldozer, Quad-nine and similar type; Automatic Concrete Slip Form Paver; Concrete Canal Liner; Cableway, 25 tons and over; Crane, over 40 tons and including 100 tons; Whirley, 80 tons and under; Floating Clamshell, etc., 3 cu. yds. and over; Floating Crane (Derrick Barge), 30 tons but less than 80 tons; Loader, 6 cu. yds., but less than 8 cu. yds., Loader 8 cu. yds., but less than 12 cu. yds.; Rubber-tired Scraper, with Tandem Scrapers, Multi-engine; Shovel, etc., 3 cu. yds. but less than 5 cu. yds.; Wheel Excavator, under 750 cu. yds. per hour	7.84	.45	.60	.25		
GROUP XVII CRANE, Over 100 tons and including 200 tons; Whirley over 80 tons and including 150 tons; Floating Crane (Derrick Barge), 80 tons but less than 150 tons; Loader, 12 cu. yds. and over; Shovel, etc., 5 cu. yds. and over; Canal Trimmer	7.98	.45	.60	.25		
GROUP XVIII CRANE, over 200 tons; Whirley, 150 tons and over; Floating Crane 150 tons but less than 250 tons; Wheel Excavator, over 750 cu. yds. per hour; Bank Wagons, in conjunction with wheel excavator	8.16	.45	.60	.25		
GROUP XVIV HELICOPTER, When used in erecting work; Floating Crane 250 tons and over; Remote controlled earth moving equipment (no one operator shall operate more than two pieces of moving equipment at one time); Underwater Equipment, remote or otherwise	8.30	.45	.60	.25		

1-ORE-LAB-1-2-3-d (1-2)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Others
LABORERS						
GROUP 1 Asphalt plant laborers; Asphalt spreaders; Batch weighman; Broomers; Brush burner & cutters; Car & truck loaders; Carpenter tender; Change-House man or dry shack men; Choker setters; Clean up laborers; Concrete laborers; Crusher feeders; Culvert, hand labor; Curing, concrete; Demolition, wrecking, & moving laborers; Driller helpers; Dumpers, Road oiling crew; Dumpmen (for grading crew); Elevator feeders; Fence builder (incl. Guard rail, Median rail, Reference post, Guide post, Right-of-way marker); Fine graders; Form strippers (not swinging stages); General laborers; Landscaping or planting laborers; Leverman on aggregate spreader (Flaherty & similar types); Loading spotters; Material yard man (incl. electrical); Pittsburgh chipper operator or similar types; Powderman helper; Railroad track laborers; Ribbon setters (incl. steel forms); Rip Rap man (hand placed); Road pump tender; Sewer labor; Skipmen; Signalman; Slopers; Sprayman; Stake chaser-Stake setter-Grade checker; Stockpiler; Timber faller & bucker (hand labor); Toolroom man (at job site) Tunnel bull gang (above ground); Weigh man-crusher aggregate (when used)	$5.60	.45	.50	.25	.02

LABORERS (cont'd)	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Other
GROUP II Applicator (incl. pot tender for same), applying protective material by hand or nozzle on utility lines or storage tanks on project; Burners; Choker splicer; Clary power spreader & similar types; Clean-up nozzleman; Greencutter (Concrete rock, etc.); Concrete power buggyman; Demolition & wrecking charred materials; Gunite nozzleman tender; Gunite or sand blasting pot tender; Handlers or mixers of all materials of an irritating nature (incl. cement & lime); Manhole builder; Powertool op., incls. but not limited to: Chipping Guns; Jackhammer, Paving breakers, Post hole digger, Air, Gas, or Electric, Tampers, Vibrating screed, Vibrators (less than 4" in diameter); Ribbon setter, head; Rip rap man (head), Hand placed; Sand blasting (wet); Sewer timbermen; Timber buckers & fallers, Brush cutters (power saw); Tunnel-Muckers, Brakemen, Concrete crew, Bull gang; (underground)	$5.75	.65	.50	.25	.02	
GROUP III Asphalt rakers; Bid grinder; Concrete saw op.; Drill doctor, Drill operator, Air tracks, Cat drills, Wagon drills, Rubber-mounted drills, & other similar types; Gunite nozzleman; High scalers, stinrrers & drillers (covers work in swinging stages, chairs or belts, under extreme conditions unusual or normal drilling, blasting, barring-down, or sloping & stripping); Powdermen; Power saw ops.(Bucking & falling merchantable logs); Pumpcrete nozzlemen; Sand blasting (Dry); Sewer pipe layers; Track liners, Anchor machines, Ballast regulators, Multiple tampers, Power jacks; Tugger op.; Tunnel--Chuck tenders, Nipper & Timberman; Vibrators (4" &.larger); Water blaster	5.90	.45	.50	.25	.02	
GROUP IV Tunnel miners; Tunnel powderman	6.05	.45	.50	.25	.02	

TRUCK DRIVERS	Basic Hourly Rates	Fringe Benefits Payments: H & W	Pensions	Vacation	App. Tr.	Other
Battery rebuilder; Bus or man-haul driver; Concrete buggies (power operated); Dump trucks, side, end & bottom dumps, incl. semi-trucks & trains or combin. thereof: 6 cu. yds. & under; Lift jitneys, fork lifts (all sizes used in loading, unloading & transporting material on job site); Loader and/or leverman on concrete dry batch plant (manually operated); Pilot car; Solo flat bed & misc. body trucks, 0-10 tons; Truck helper; Truck mechanic helper; Warehouseman (warehouse parts, tool man & parts chaser, checker & receivers); Water wagons (rated capacity); up to 1600 gals.	6.23	.40	.45	.25		
"A" frame or hydra-lift truck w/load bearing surface; Lubrication man, fuel truck driver, tireman, wash rack, steam cleaner or combin.; Team drivers	6.28	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi-trucks & trains or combin. thereof: over 6 cu. yds. incl. 10 cu. yds. ; Slurry truck driver or leverman; Transit mix & dry or wet trucks: 5 cu. yds. & under; Tireman (full-time basis); Water wagons (rated capacity): 1600 to 3000 gals.	6.33	.40	.45	.25		
Flaherty spreader driver or leverman; Low bed equipment, flat bed semi-trailer, truck & trailer or doubles transporting equipment or wet or dry materials; Lumber carrier driver-Straddle carrier (used in loading, unloading and transporting of materials on job site); Oil distributor driver or leverman; Water wagons (rated capacity: 3000 to 5000 gals.	6.38	.40	.45	.25		
Dumpster or similar equipment, all sizes; Transit mix & wet or dry mix trucks; Over 5 cu. yds. & incl. 7 cu. yds.	6.43	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi trucks & trains or combin. thereof: over 10 cu. yds. & incl. 20 cu. yds.; Transit mix & dry or wet mix trucks: over 7cu. yds. & incl. 9 cu. yds.; Truck mechanic--welder--body repairman; Water wagons (rated capacity): 5000 to 7000 gals.	6.53	.40	.45	.25		

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	Other
Dump trucks, side end & bottom dumps, incl. semi-trucks & trains or combin. thereof: over 20 cu. yds. & incl. 30 cu. yds.; Transit mix & wet or dry mix trucks: over 9 cu. yds. & incl. 11 cu. yds.; Water Wagons (Rated capacity): over 7000 gals to 10,000 gals.	6.63	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi trucks & trains or combin. thereof: over 30 cu. yds. & incl. 40 cu. yds.; Transit mix & wet or dry mix trucks: over 11 cu. yds. and incl. 13 cu. yds.; Wager Wagons (rated capacity): over 10,000 gals. to 15,000 glas.	6.73	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi-trucks & trains or combin. thereof: over 40 cu. yds. & incl. 50 cu. yds.; Transit mix and wet or dry mix trucks: over 13 cu. yds. and incl. 15 cu. yds.	6.83	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi-trucks & trains or combin. thereof: over 50 cu. yds. & incl. 60 cu. yds.	7.00	.40	.45	.25		
Dump trucks, side, end & bottom dumps, incl. semi-trucks & trains or combin. thereof: over 60 cu. yds. & incl. 70 cu. yds.	7.10	.40	.45	.25		
Dump trucks, side, end & bottom dumps; incl. semi truck & trains or combin. thereof: over 70 cu. yds. and incl. 80 cu. yds.	7.20	.40	.45	.25		
Dump trucks, side, end & bottom dump, including semi trucks & trains or combin. thereof: over 80 cu. yds. & incl. 90 cu. yds.	7.30	.40	.45	.25		
Dump trucks, side, end & bottom dump, incl. semi-trucks and trains or combin. thereof: over 90 cu. yds. & incl. 100 cu. yds.	7.40	.40	.45	.25		
Drivers and Helpers (handling sacked cement add $.15 per hour).						
Winch truck - takes classification of truck on which winch is mounted						

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	O
Dredging:						
Dipper Leverman:						
(a) 5 yards and under	$7.89	.45	.60	.25		
(b) Over 5 yards	8.44	.45	.60	.25		
Leverman, Hydraulic	7.20	.45	.60	.25		
Assistant Engineer (Electric Generator Operator for Primary Pump; Power Barge or Dredge)	7.18	.45	.60	.25		
Assistant Engineer (Electric, Diesel, Steam or Booster Pump); Mates and Bostmen	7.13	.45	.60	.25		
Engineer Welder; Craneman	7.08	.45	.60	.25		
Fireman; Oiler	6.74	.45	.60	.25		
Assistant Mate (Deckhand)	6.64	.45	.60	.25		

LINE CONSTRUCTION - OREGON d (1-1)

	Basic Hourly Rates	Fringe Benefits Payments				
		H & W	Pensions	Vacation	App. Tr.	G
Cable Splicers Leadman Pole Sprayer	9.10	.25	1%		1/2%	
Lineman; Pole Sprayer; Heavy Line Equipment Man; Certified Lineman Welder	8.26	.25	1%		1/2%	
Tree Trimmer	7.50	.25	1%		1/2%	
Line Equipment Man	7.17	.25	1%		1/2%	
Head Groundman (Chipper); Head Groundman; Powderman; Jackhammer Man	6.32	.25	1%		1/2%	
Groundman; Tree Trimmer Helper	5.99	.25	1%		1/2%	
Hole Digger	5.75	.25	1%		1/2%	

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities
and Cost Estimates Between Advertising
and Letting Dates

Federal-Aid Projects

Letting Date 9-27-73 Project Name Franklin Blvd at 11th Ave (Eugene) Sec.

FA No. I-5010(8) Hwy. Pacific Hwy West Co. Lane

Changes:

(1) New Federal Wage Determination

Discussed with BPR 9-13, 1973, by A. Brammitt

BPR Recommendation: O.K.

by N. Burghardt

OSHD Action Recommended:

by Date

Action:

by Date

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-13-73

FEDERAL NO. PROJECT NO.: T-5010(8)

STATE PROJECT NO.: FRANKLIN BLVD AT 11TH AVE. (EUGENE) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-74-8

COUNTY NAME: LANE

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
SEPT. 5, 1973	SEPT. 5, 1973	PRIMARY ROUTE #3 / PACIFIC HIGHWAY 1W

GENERAL LOCATION:
CITY OF EUGENE

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
E. S. HUNTER

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)

CONTRACTOR'S FLAGGING $950.00
PERMANENT STRIPING 100.00
TEMPORARY STRIPING 100.00
TEMPORARY EROSION CONTROL $100.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
R. D. ASHLEY

MR. YOUNG'S AUGUST 31, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
STATE HWY ENGR
SEP 14 73
REFER TO
Heintz
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE	Info	Invest	WD	D/R	Sign	Act	File
9-13-73	Vernon W. Count	DIVISION ENGINEER							

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cc: Young 9-20-73 Chas

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
September 27 Bid Letting

Bids will be taken September 27 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown for each project.

1. Campbell St. Interchange (Barker) Section
Old Oregon Trail Highway
Baker County

Roadside improvement project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River Bridge Section
East Portland Freeway
Multnomah County

Foundation exploration project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Franklin Blvd. at 11th Avenue (Eugene) Section
Pacific Highway West
Lane County

3. (Continued)

Grade and pave project.

This project involves the widening of Franklin Boulevard on the north side. This widening will remove an existing sidewalk which will be replaced as part of the project.

4. Wightman St-Walker Avenue (Ashland) Section
Rogue Valley Highway
Jackson County

Grade, pave and sign project.

An 8-foot bikeway/sidewalk will be constructed as part of this project. The bikeway will be the connecting link between the existing bikeway northerly of the Green Springs Highway and the proposed bikeway from Walker Avenue to Tolman Creek Road.

5. Bay Ocean Road Slide Section
FAS 616
Tillamook County

Slide correction project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Hogan Road-Boring Section
FAS 129
Clackamas County

Grade and pave project.

Specific bicycle/pedestrian facilities will not be provided along this project as the cost of establishment and additional right of way required would be excessively disproportionate to need or probable use. Ten-foot paved shoulders will be available for bicycle and pedestrian usage.

7. Pine Street at 3rd Street (Rogue River) Section
FAS 15-100
Jackson County

Signal project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Prickett Creek Section
FAS 837 (Stringtown Road)
Washington County

Culvert project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Little Deschutes River (Montgomery) Bridge Section
FAS 793
Deschutes County

Structure project.

A bicycle/pedestrian sidewalk will be provided on the structure.

10. Adams Avenue-Old Oregon Trail Highway (LaGrande) Section
Wallowa Lake Highway
Union County

Grade, pave and structure project.

Eight- and five-foot bicycle/pedestrian facilities will be constructed along the project length.

11. Dabney State Park
Multnomah County

Landscape project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

12. Jessie M. Honeyman State Park
Lane County

Utility building project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

13. Harris Beach State Park
Curry County

Day-use improvements project.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the September 19 meeting and your approval is requested.

JDM:mc

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
Victor D. Wolfe
Gary Sund
Bob Whipps

FORM E-30 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 24, 1973

To: L. H. Young
Programing Engineer

SUBJECT: Right of Way Status
Topics Project
Bid Opening September 27, 1973
Franklin Blvd. & 11th Ave. (Eugene)
T-5010(8)

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for this project.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

T

RECEIVED
AUG 16 1973
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

August 15, 1973
(date)

Mr. Alva Williams, Jr.
Traffic Engineer
City Hall
Eugene, Oregon 97401

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific Hwy. West

Section Franklin Blvd. at 11th Avenue (Eugene) TOPICS

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

8/27/73
(date)

By [signature]

By _____
Commissioner

By _____
Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 28 1973
ENGR. ☑ COOR. ☑ DE ☐ AE ☑ UE
UPE ☑ CE ☑ RE ☑ RPE ☐

cc: Duane Ridings

RECEIVED
COUNTY & CITY SECTION
AUG 16 1973

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO. 8-62

AUG 15 1973

FORM PR-9 (REV. 4-61)

ENGR. COOR. CE AE UE
UPE CE RE RPE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
SR 99 Franklin Blvd. at 11th Ave. (Eugene)	ADT 30,000	30,000	92	10	Oregon	35	077	74-B

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DEBIG.
on								T-	5010(8)		

FUNDS	COUNTY NAME	CODE
TOPICS	Lane	039

A	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Eugene	Primary & Primary Type II	TP	3	1W	--

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PROGRAMED	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150 9,150(City)	Replace extg. traf. contrd signals & widen one intersection to provide channelization for an additional left turn lane.
ROW										
CONST										
					PROJECT TOTAL	0.0	50,000	31,700	18,300	
PE		RE-QUESTED REVISION	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	35,200	22,300	6,450 6,450(City)	Widen one intersection to provide channelization for an additional left turn lane and revise existing lawn and irrigation syst
ROW										
CONST										
					PROJECT TOTAL	0.0	35,200	22,300	12,900	

has been submitted Yes ☐ PROJECT WITHDRAWN YES ☐
s. CODE 11 CODE 2

into two or more projects. Prepare a form PR-1 for all ting from such action.

REASON FOR CHANGE:

(over)

AL:
973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 8, 1973	DATE	DATE AUG 14 1973
SIGNATURE	SIGNATURE	SIGNATURE Original Signed By VERNON V. CUSACK
Office Engineer	TITLE	TITLE Engineering Coordinator

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48888-P61

RECEIVED
COUNTY & CITY SECTION
AUG 16 1973

Budget Bureau No. 41-R2068; Appr
U.S. DE
Bu

MONTHLY TRANSACTION NO. 8-62

DATE SUBMITTED TO W.O. AUG 15 1973

FORM PR-9 (REV. 6-61)

☑ ENGR. ☑ COOR. ☑ UE ☐ XE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 | REPORT NUMBER: 2 | PROJECT LOCATION (45 typewriter spaces): SR 99 Franklin Blvd. at 11th Ave. (Eugene) | ADT | 30,000 | FUTURE ADT: 30,000 | YEAR: 92 | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 spaces): Channelization | NATL. FOREST | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO, SUPV AGCY, DA CLASSIF., DA AREA, EMERG. YR., PL AUTH YR | PROJECT NUMBER: PREFIX LETTER(S): T- | NUMBER-AGR. NO.: 5010(8)

CARD 4 | CLASS OF FEDERAL FUNDS [1]: TOPICS | COUNTY NAME: Lane | NAME OF URBAN AREA: Eugene | F.A. SYSTEM: Primary & Primary Type II | RTE NO.: TP | FEDERAL AID: 3 | STATE: 1W

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1		18	41	42	43 - 46	53				SR 99 Franklin Blvd. at 11th Ave. (Eugene)					Replace signals section nelizat tional
5					PE ROW CONST		ITEM AS NOW PROGRAMED	74-B	T-5010(8)	"Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150 9,150(City)	
										PROJECT TOTAL	0.0	50,000	31,700	18,300	
5					PE ROW CONST		REQUESTED REVISION	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	35,200	22,300	6,450 6,450(City)	Widen o provide an addi lane an lawn an
										PROJECT TOTAL	0.0	35,200	22,300	12,900	

CARD 1 | A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐
CARD 1 | COLUMN 14 → CODE 11 | CODE 2

REASON FOR CHANGE: (over)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: July 12, 1973	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
OTHER:	DATE: August 8, 1973	DATE:	DATE: AU
	SIGNATURE:	SIGNATURE:	SIGNATURE: Origi VERN
	Office Engineer	TITLE:	TITLE: Enginee

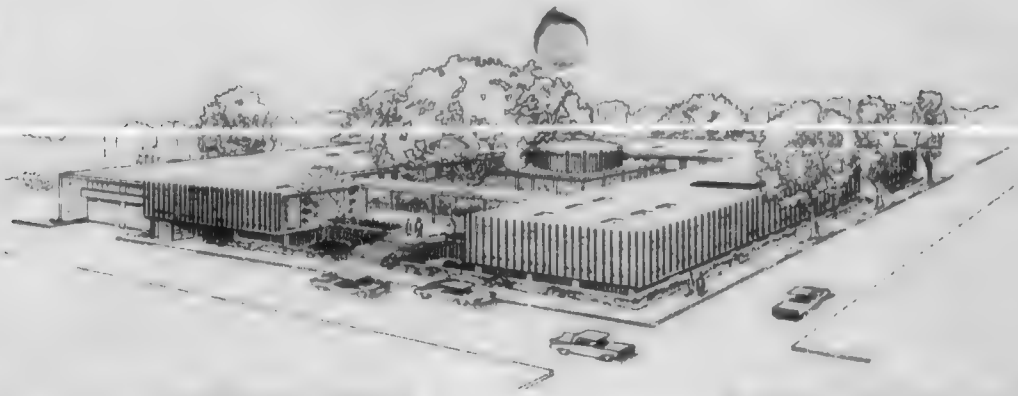
[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Reason for Change:

To delete from the character of proposed work the replacement of the existing traffic control signal and add to the character of proposed work revisions to the existing lawn and irrigation system and adjust the project cost to conform with the changes.

At a meeting with City officials, it was determined that it will not be necessary to revise the traffic control signal at this time. The signal revision will be included and accomplished under the traffic signal revisions on Project No. T-5010(6), Mill St.-Walnut St. (Eugene) Section.



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

August 14, 1973

Richard H. Bladorn
Urban Program Engineer
Highway Building
Salem, Oregon

Re: TOPICS Project T-5010(8)
Franklin Boulevard @ 11th Avenue

Dear Mr. Bladorn:

The City of Eugene has reviewed the preliminary construction plans for the subject project.

Enclosed herewith is the approved set requested by your department. If you have any questions regarding this matter, please contact this office.

Very truly yours,

Bert S. Teitzel
City Engineer

BST:jh

enclosure

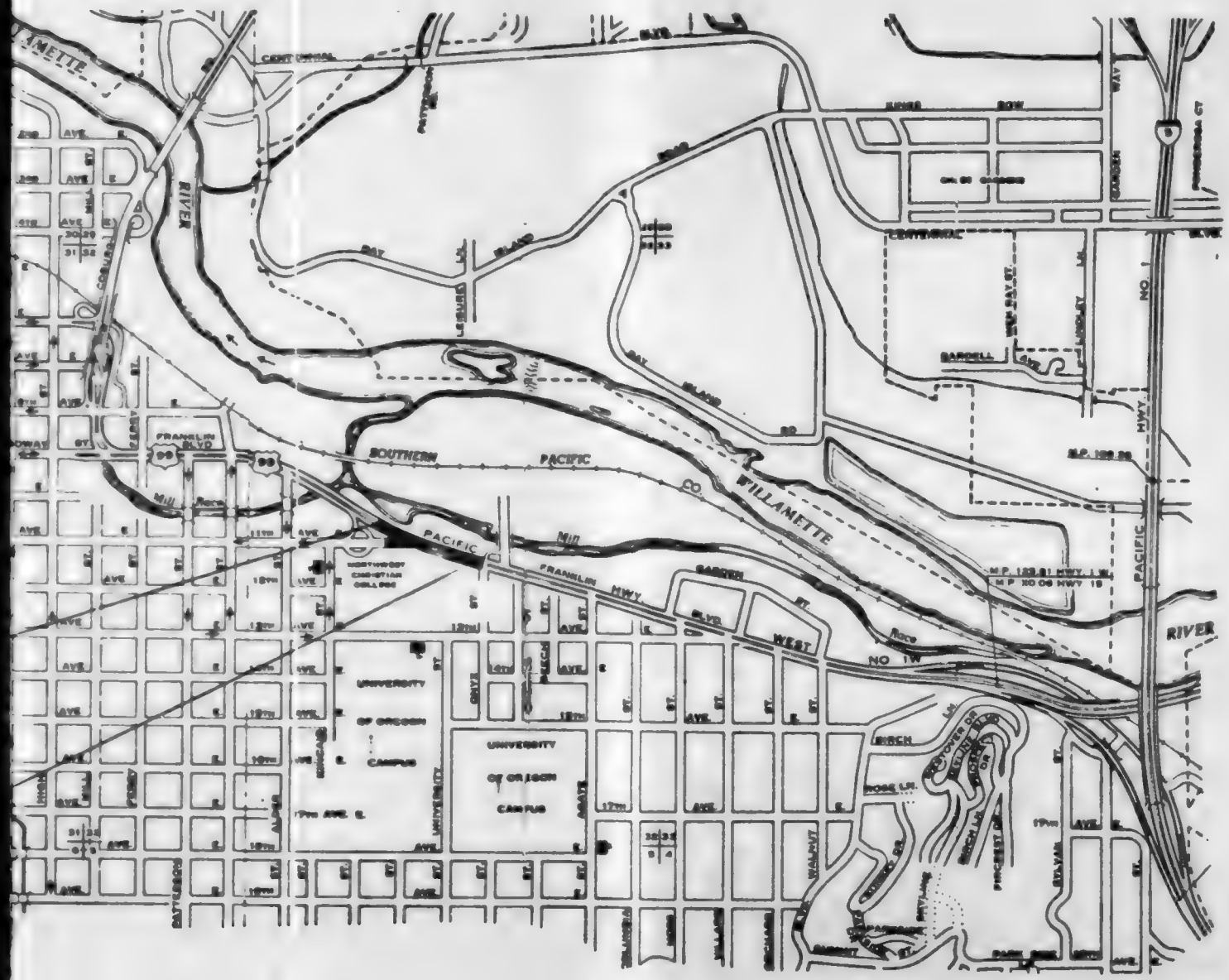
RECEIVED
COUNTY & CITY SECTION
AUG 16 19

KLIN BLVD. AT 11TH AVE. (EUGENE) SEC.

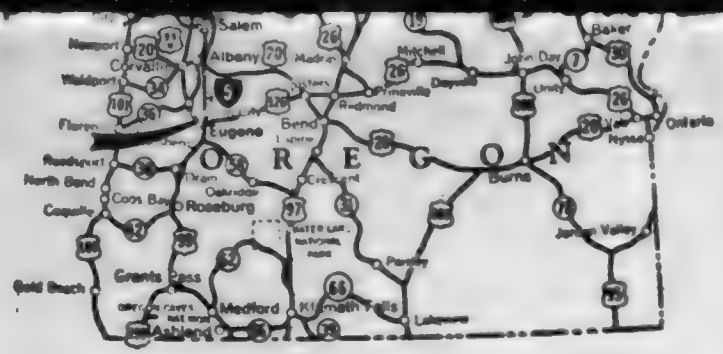
PACIFIC HIGHWAY WEST

LANE COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



Scale in Feet



APPROVED
CITY OF EUGENE

BY Jon Wagner

DATE 8-13-73

RECEIVED
COUNTY & CITY SECTION
AUG 16 1973
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON REGISTERED PROFESSIONAL ENGINEER
FRED B. KLABOE
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 7, 1970
A. E. JOHNSON

Fred B. Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

A. E. Johnson — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Carl O. Fisher	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Robert E. Veatch	COMMISSIONER
Anthony R. Yturri	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

PRELIMINARY COPY
JUL 27 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT

FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SEC. PACIFIC HIGHWAY WEST LANE COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

STATE OF OREGON

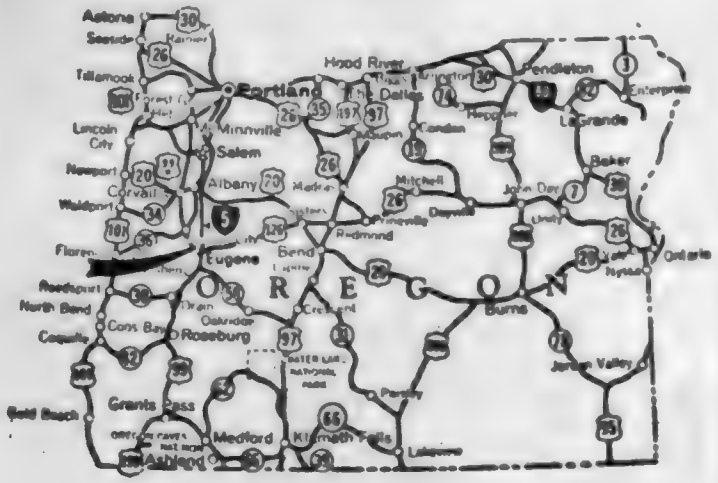
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SEC.

PACIFIC HIGHWAY WEST

LANE COUNTY



PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF EUGENE

BY J. M. Wagner

DATE 8-13-73

RECEIVED
COUNTY & CITY SECTION
AUG 16 1973
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ HPE ☑ CE ☐ RE ☐ RPE ☐

REGISTERED PROFESSIONAL ENGINEER — FRED B. KLAGE

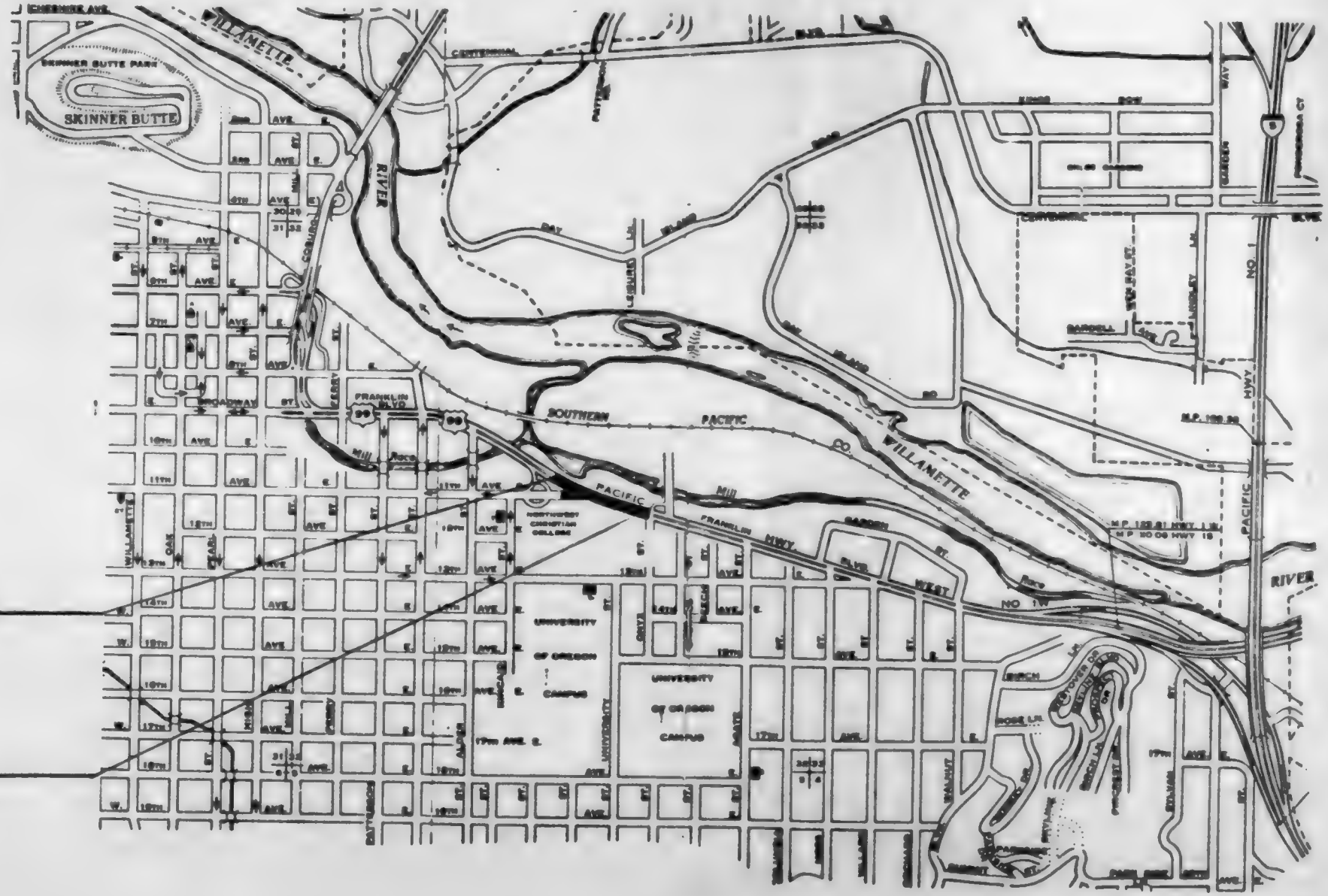
REGISTERED PROFESSIONAL ENGINEER — A. E. JOHNSON

FRANKLIN BLVD. AT 11TH AVE. (EUGENE) S

PACIFIC HIGHWAY WEST

LANE COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



BEGINNING OF PROJECT
STA. 118+40

END OF PROJECT
STA. 128+75

Scale in Feet

OREGON TR
Glenn L.
Carl O.
Robert
Robert
Anthony
George M

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

PRELIMINAR
JUL 27
SUBJECT TO
FINAL DESIG

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SE

PACIFIC HIGHWAY WEST

LANE COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

BEGINNING OF PROJECT
STA. 118+40

Oregon State Highway Division

Federal-Aid Project
No. T-5010(8)

FRANKLIN BOULEVARD AT 11TH AVENUE (EUGENE) SECTION

PACIFIC HIGHWAY WEST IN LANE COUNTY

Salem, Oregon, August 8, 1973

P.S. & E. Estimate

Type Code Y-008
Channelization

Temporary Protection and Direction of Traffic	All Required		$ 2,950.00
Removal of Structures and Obstructions	All Required		2,500.00
General Excavation	700 cu.yd.	3.50	2,450.00
Furnishing and Placing Topsoil	100 cu.yd.	6.00	600.00
Class "C" Asphalt Concrete	1,060 tons	11.00	11,660.00
8-inch Sewer Pipe	16 lin.ft.	6.00	96.00
Concrete Inlets, Type CG-1	1 only	250.00	250.00
Concrete Walks	450 sq.yd.	6.50	2,925.00
Concrete Curbs	95 cu.yd.	60.00	5,700.00
Irrigation System	All Required		1,200.00
Sod Lawn	All Required		900.00
			$31,231.00

Additional Items

Flagging	All Required	$ 450.00
Permanent Striping	All Required	100.00
Temporary Striping	All Required	100.00
Erosion Control	All Required	100.00
		$ 750.00
Subtotal		$31,981.00
10% Engineering		3,198.00
Total		$35,179.00

Length of Roadway - - - - - - - - 0.00 mile

Federal Funds -	$22,300.00
State Funds -	6,439.00
City Funds -	6,440.00
Total	$35,179.00

Group 1 100%
Contract No.
Prefix:

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

...ION NO. | FORM PR-9 (REV. 4-61) | U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

...W.O.

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

...ER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	SR 99 Franklin Blvd. at 11th Ave. (Eugene)	ADT	30,000	30,000 | 92	10	Oregon	35	077	74-B

...F PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
...zation								T-	5010(8)		

...ERAL FUNDS	COUNTY NAME	CODE
TOPICS	Lane	039

...AN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Eugene	Primary & Primary Type II	TP	3	1W	--

...COUNTY	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	PE ROW CONST		ITEM AS NOW PROGRAMED	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150 9,150(City)	Replace extg. traf. contrd signals & widen one intersection to provide channelization for an additional left turn lane.
						PROJECT TOTAL	0.0	50,000	31,700	18,300	
	PE ROW CONST		REQUESTED REVISION	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	35,200	22,300	6,450 6,450(City)	Widen one intersection to provide channelization for an additional left turn lane and revise existing lawn and irrigation system
						PROJECT TOTAL	0.0	35,200	22,300	12,900	

...PR-9 has been submitted ... 7 days. Yes ☐ → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

...itting into two or more projects. Prepare a form PR-1 for all ...resulting from such action.

REASON FOR CHANGE:

(over)

...ROVAL: ... 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 8, 1973	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Office Engineer	TITLE	TITLE

...nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

...F THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48605-P61

Budget Bureau No. 41-R2068; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

U.S. DEPA BUR

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD															
2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: SR 99 Franklin Blvd. at 11th Ave. (Eugene)	ADT	30,000	FUTURE 30,000 (66)–(70)	YEAR 92 (71)–(72)	REGION 10 (74)–(75)	STATE NAME Oregon	STA COD 35 (2)
3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62: Channelization	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PROJECT NUMBER: PREFIX LETTER(S) 14–23: T-	NUMBER-AGR. NO. 7: 5010(8)
4	CLASS OF FEDERAL FUNDS [1]: TOPICS						COUNTY NAME: Lane			
	NAME OF URBAN AREA (17-31): Eugene	F.A. SYSTEM: Primary & Primary Type II					RTE NO. TP	FEDERAL AID 3	STATE (32) 1W	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43–46)	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	CHA PRO
1															
3	5				PE ROW CONST		ITEM AS NOW PROGRAMED	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150 9,150(City)	Replace ex signals & section to nelization tional lef
										PROJECT TOTAL	0.0	50,000	31,700	18,300	
	5				PE ROW CONST		RE-QUESTED REVISION	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene) "Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	35,200 (16)–(23)	22,300 (24)–(33)	6,450 6,450(City)	Widen one provide ch an additio lane and lawn and
										PROJECT TOTAL	0.0	35,200	22,300	12,900	

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

CARD 1: COLUMN 14 ⟶ CODE 11 — CODE 2

REASON FOR CHANGE:

(over)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: July 12, 1973	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER:	DATE: August 8, 1973	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

8-8-73

Reason for Change:

To delete from the character of proposed work the replacement of the existing traffic control signal and add to the character of proposed work revisions to the existing lawn and irrigation system and adjust the project cost to conform with the changes.

At a meeting with City officials, it was determined that it will not be necessary to revise the traffic control signal at this time. The signal revision will be included and accomplished under the traffic signal revisions on Project No. T-5010(6), Mill St.-Walnut St. (Eugene) Section.

Main Blvd. @ 11th Ave. (Bypass) Section — Gateway

8/2/73 T-5010(8)

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.		2,950.00
2	Removal of Structures and Obstructions	Lump Sum	All Spec.		2500.00
3	General Excavation	Cu. Yd.	700	3.50	2450.00
4	Furnishing and Placing Topsoil	Cu. Yd.	100	6.00	600.00
5	Class C Asphalt Concrete	Ton	1,060	11.00	11,660.00
6	8-inch Sewer Pipe	Lin. Ft.	16	6.00	96.00
7	Concrete Inlets, Type CG-1	Each	1	250.00	250.00
8	Concrete Walks	Sq. Yd.	450	6.50	2925.00
9	Concrete Curbs	Cu. Yd	95	60.00	5700.00
					29,131.00
	Flagging - 450' →				750.00
	Perm. Striping - 100'				
	Temp. Striping - 100'				
	Erosion Contol - 100'				
					29,881.00
			4½% Contenl.		1,344.64
			10% Engring		2,988.10
					34,213.74

REVISION Coming

FORM E-20X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 1, 1973

TO MEMO TO FILE

FROM Wm. R. Zirbes
Sign & Signal Engineer

SUBJECT Franklin Blvd. Computer Signal System
City of Eugene
TOPICS

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

On July 27, 1973, a meeting was held in the City of Eugene to discuss the need of a revised signal system on Franklin Boulevard. The following people attended:

Al Williams	City of Eugene
Glenn Hossner	FHWA, Salem
Clyde Leighty	FHWA, Portland
Elmer Leland	FHWA, Portland
Robert C. Harp	FHWA, Washington, D.C.
Marshall Jacks	FHWA, Washington, D.C.
Richard Bladorn	OSHD, Salem
Richard Unrein	OSHD, Salem
William Zirbes	OSHD, Salem
Ted Morehead	Automatic Signal, Los Angeles
Edward Gossack	Econolite Signal, Salem

The discussion settled around whether the proposed Franklin Boulevard system should be put in at this time as a computerized (mini type) system or if this street should be treated as a local controlled system with capabilities of future expansion to be included as a part of citywide computer signal system.

It was decided that if Mr. Williams could present a plan for placing all of the city signals on the proposed computer within a reasonable amount of time and using a defined plan of implementation that a computer for the Franklin Boulevard system may be justified at this time and possibly be eligible for federal participation.

The alternative would be to place a less sophisticated sub-system on Franklin Boulevard at this time with possibilities of placing all city signals on a computer at some future date.

Mr. Williams will make a study of the alternatives and let the various agencies know of the city's decision.

WRZ:kw
cc: Al Williams
County/City Section

TRANSACTION NUMBER 7-17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-12-73

BY (Signature): MR. YOUNG'S JULY 6, 1973 PR-9

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 74-8 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
74-8	T-5010(8)	0.0	50,000	31,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SECTION. LANE COUNTY	TRAFFIC SIGNALS & CHANNELIZATION.

7-12-73

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 13 73
REFER TO
Hunter
FOR
Info | Invest | R/D | DIR | Sign | Act | File

NOTED
A. E. JOHNSON

RECEIVED
JUL 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-12-73	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ON NO. | FORM PR-1 (REV. 4-61) | U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

.O.

R (20)	PROJECT LOCATION (35 typewriter spaces) 21–55	ADT		FUTURE YEAR (66)(70)(71)(72)	REGION (74)(75)	STATE NAME	STATE CODE (2)(3)	APPN. CODE 4–6	ITEM NO. (14)(19)

PROPOSED WORK (35 spaces) 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14–33	NUMBER-AGR. NO. 7–13	I. PROJECTS ONLY: POST MI. (24)(26)	DESIG. 27

RAL FUNDS [1]	COUNTY NAME	CODE 14–16

N AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)(36)	U.S. (37)(41)

CL	WORK TYPE (42)(43–46)	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI (54)(58)	MILES (59)(66)	PROJECT COST: TOTAL COST (67)(76)	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	PE		Re-quested			SR 99 Franklin Blvd. at 11th Ave. (Eugene)					Replace extg. traf. control signals & widen one intersection to provide channelization for an additional left-turn lane.
	ROW		Re-vision	74-B	T-5010(8)	"Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,760	9,120(City) 9,120	
	CONST (Safety)					PROJECT TOTAL	0.0	50,000	31,760	18,240	
	PE										
	ROW		RE-QUESTED REVISION								
	CONST							(16)(23)	(24)(33)		
						PROJECT TOTAL					

PR-9 has been submitted Yes ☐ — 7 days. → CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: ~~OVER~~

tting into two or more projects. Prepare a form PR-1 for all resulting from such action.

ROVAL: 26, 1972	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE July 6, 1973	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48940-P61

Budget Bureau No. 41-R2068; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

U.S. DEPA BUR

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65	ADT		FUTURE YEAR (66)–(70) (71)–(72)	REGION (74)–(75)	STATE NAME	ST CO (2)
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR. 74–75	PROJECT NUMBER: PREFIX LETTER(S) 14–23	NUMBER-AGR. NO. 7
CARD 4	CLASS OF FEDERAL FUNDS [1]						COUNTY NAME			
	NAME OF URBAN AREA 17-81	F.A. SYSTEM					RTE NO.	FEDERAL AID	STATE (32)	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (42–46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	CH PR
	1	16	41	42	43 - 46	53	Re-quested Re-vision	74-B	T-5010(8)	SR 99 Franklin Blvd. at 11th Ave. (Eugene)					Replace e control s one inter vide chan an additi lane.
	5				PE ROW CONST (Safety)					"Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,760	9,120(City) 9,120	
										PROJECT TOTAL	0.0	50,000	31,760	18,240	
	5				PE ROW CONST		RE-QUESTED REVISION					(16)–(23)	(24)–(33)		
										PROJECT TOTAL					

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:

~~OVER~~

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
September 26, 1972	DATE July 6, 1973	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7-6-73

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-6-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99 Franklin Blvd. at 11th Ave. (Eugene)	ADT	30,000	*30,000	92	10	Oregon	35	077	74-B

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ls & Channelizatior								T-	5010	(8)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
TOPICS	Lane	039	1 OR [X] 2
A Eugene	ROUTE NO. T P — FEDERAL-AID 3 — STATE 1W — U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99 Franklin Blvd. at 11th Ave. (Eugene)						Replace extg. traf. control signals & widen one intersection to provide channelization for an additional left-turn lane.
ROW								ROW-120' normal; access control-partial; parking restrictions-complete.
CONST (CODE) (Safety) Y031 Y008		'Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150	9,150 (City)	
		PROJECT TOTALS	0.0	50,000	31,700	9,150	9,150 (City)	

ED BY

M APPROVAL DATES

REMARKS

*Assumed Roosevelt Route constructed (based on Eugene-Springfield Area Transportation Study)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Ap

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-6-73

U.S. DE B

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME			
	1	SR 99 Franklin Blvd. at 11th Ave. (Eugene)	ADT	30,000	*30,000	92	10	Oregon			

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 18 42	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (80)	DA CLASSIF. (76)	DA AREA (77)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 29	NUMBER 7	
	Traffic Singals & Channelization								T-	5010	

CARD 4	CLASS OF FEDERAL FUNDS				COUNTY NAME				CODE (14)(16)		
	TOPICS				Lane				039		
	NAME OF URBAN AREA 17-31				ROUTE NO.	T P	FEDERAL-AID (32)		STATE (36)(37)		U.S. (41)
	Eugene						3		1W		--

CARD 5	LINE NO. (14)(15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		SR 99 Franklin Blvd. at 11th Ave. (Eugene)					
5					ROW							
5					CONST (CODE) (Safety) Y031 Y008		"Franklin Blvd. at 11th Ave. (Eugene) Section"	0.0	50,000	31,700	9,150	9,150 (City)
							PROJECT TOTALS	0.0	50,000	31,700	9,150	9,150 (City)

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES (16)(23)(24)(33)	REMARKS

*Assumed Roosevelt Route constructed (based on Eugene-Springfield Area Transportation Study)

FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SECTION
Project No. T-5010(8)

Facilities: Franklin Blvd. (Pac. West Hwy.): 84' curbed paved roviding 4 traffic lanes and a 30-foot median.

ata: Replace existing traffic control signals at intersection of Blvd. at 11th Ave. Widen north side of Franklin Blvd. at 11th Ave. e northbound traffic with three through lanes and channelization eft-turn lanes.

e proposed project is classified as "Safety Improvement Work" because opinion of the City and State Highway Division that this intersection ential and actual accident hazard of such magnitude to qualify under s of PPM 21-16, based on the fact that this intersection has experienced nber of accidents. The proposed signal work and channelization, by ng the flow of traffic, will reduce substantially the number of accidents at this intersection.

Right-of-Way: None required.

tion: FAP Type II System approved by FHWA June 21, 1972.

Airports, Water Developments, Historical & Recreation Areas: None involved.

n Assistance Payments: None involved as additional right-of-way is not required.

: FAP 3, Franklin Blvd. (Pacific West Hwy.)

nts of PPM 90-1: Negative environmental declaration concurred in by FHWA 26, 1972.

District 5 Clearinghouse Approval: Exempt from review under working agreements 1 28, 1970 and September 22, 1970 respectively.

arings: None required under provisions of paragraph 6c of PPM 20-8.

proval: Granted by FHWA under memorandum dated September 26, 1972.

Utilities: The State does not have, at this time, the legal authority to e use by utilities of the right-of-way on this project. A State-City agreement prepared to comply with paragraph 6d(1) of PPM 30-4.1.

e of Traffic Operations Improvements: A City-State agreement covering maintenance s will be prepared to comply with paragraph 9 of PPM 21-18.

R-37: 100% of project is on FA Primary System.

FRANKLIN BLVD. AT 11TH AVE. (EUGENE) SECTION
Project No. T-5010(8)

Existing Facilities: Franklin Blvd. (Pac. West Hwy.): 84' curbed paved section providing 4 traffic lanes and a 30-foot median.

Project Data: Replace existing traffic control signals at intersection of Franklin Blvd. at 11th Ave. Widen north side of Franklin Blvd. at 11th Ave. to provide northbound traffic with three through lanes and channelization for two left-turn lanes.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that this intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that this intersection has experienced a high number of accidents. The proposed signal work and channelization, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at this intersection.

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA June 21, 1972.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Route Data: FAP 3, Franklin Blvd. (Pacific West Hwy.)

Requirements of PPM 90-1: Negative environmental declaration concurred in by FHWA September 26, 1972.

State and District 5 Clearinghouse Approval: Exempt from review under working agreements dated April 28, 1970 and September 22, 1970 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval: Granted by FHWA under memorandum dated September 26, 1972.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37: 100% of project is on FA Primary System.

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1973

To: Mr. L. H. Young
Office Engineer

BUILDING

Attention: Mr. R. N. Chase

SUBJECT: TOPICS Project T-5010(6)
Mill Street-Walnut Street Section
Broadway & Franklin Boulevard
City of Eugene

The City of Eugene has requested that this project be split into two phases.

Phase I: Franklin Boulevard @ 11th Avenue
(Widen north side of Franklin Boulevard to provide northbound traffic with three through lanes and 2 left turn lanes. Replace existing traffic signal.)
(Schedule for September 27, 1973)

Phase II: Mill Street-Walnut Street Section
Broadway & Franklin Boulevard
(Remainder of project)
(Schedule for later)

The City has also requested that Phase I be advanced to contract without further delay.

Please program this split with the Federal Highway Administration.

Richard H. Bladorn
Urban Program Engineer
County and City Section

NOTED
R. L. SCHROEDER

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

RHB:lat
cc: R. L. Schroeder
L. E. George w/att. (Signal Plan Sheets)
J. H. Versteeg w/att. (Construction Plan Sheets & Cross Sections)
A. Shirley, Jr.
B. L. Gifford

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

June 20, 1973

County-City Projects
Oregon Highway Division
Highway Building
Salem, Oregon

Gentlemen:

This letter will serve as our official request that the left turn pocket at 11th Avenue on the Topics (Franklin Blvd.) job be advanced in time and done as Phase One of the total project.

It is necessary in our opinion to do this in order to eliminate the over-capacity problem for the turn lane. Vehicles are backing out of the pocket into through lanes causing rear end accident potential and decreasing the capacity on Franklin Boulevard.

Very truly yours,

Alva Williams

Alva Williams, Jr.
Traffic Engineer

AWJr:jh

RECEIVED
COUNTY & CITY SECTION
JUN 21 1973

7950 Jessie M. Honeyman State Park, Oregon Coast Hwy. (Utility building) 1973

7950

August 6, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 26, 1974, we wrote to you concerning release of final payment on Contract No. 7950 awarded to James & Stritzke Construction Co. for work on the Jessie M. Honeyman State Park in Lane County.

Final payment on this contract is $3,535.71 and the total contract amount is $71,268.27 including $554.15 for work performed under force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

rw

cc: James & Stritzke Construction Co.
403 N.E. Casper
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7950

July 26, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1215
Tacoma, Washington 98401

Gentlemen:

Contract No. 7950 awarded to James and Shirtcliff Construction Co., for a utility building in Jessie M. Honeyman State Park in Lane County was completed on May 20, 1974, and accepted by the Administrator and State Highway Engineer on July 23, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 31, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. V. Head
CONSTRUCTION SERVICES

fhm

cc James & Shirtcliff Construction Co.
403 N. E. Casper
Roseburg, OR 97470

C. Y. Kenney
Walt Hart
V. E. Skeen Attn: Dick Knock
A. Shirley

7950

July 24, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7950, Work Completed May 20, 1974

Project Jessie M. Honeyman State Park

Highway - -, County Lane

Type of Work Utility Building

Contractor James A Stritzke Construction Co.

Recommended Acceptance Date July 23, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

WG:bs

7950

8

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jessie M. [illegible] State Park		WEEK ENDING: June 8, 1974
		SECTION PREFIX: 20-[illegible]59
HIGHWAY:		COUNTY: Lake
NAME OF JOB: Jessie M. Honeyman State Park	KIND OF WORK: Utility Building	
CONTRACTOR: Jaues and Stritzke Const. Co.	CONTRACT NUMBER: 7950	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: Nov. 20, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 20, 1974	PERCENT OF TIME ELAPSED: [illegible]
PROJECT AUTHORIZATION: $ 82,15[illegible].56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 74,255.76	ENGINEERING AUTHORIZATION $ 7,172.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,461.99	ENGINEERING COST TO DATE $ 7,172.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.7%	PERCENT OF AUTHORIZATION . . . . . 100 %	May 20, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2				
MONDAY 3				
TUESDAY 4				
WEDNESDAY 5				
THURSDAY 6				
FRIDAY 7				
SATURDAY 8				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No work all week.
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 8	

REMARKS

This will be the final weekly report as the semi-final estimate is being submitted this week.

Electrical inspector states the #6 neutral is too small for the service wire from the 100 amp disconnect to the 200 amp panel. This would be O K on 220 service but on 110 service you can have unbalanced load and then the neutral has to be same size. Since it was specified this way and all the previous checking and squaking, it will probably be better to have the state electrician change it rather than the sub-contractor.

SIGNED Eugene H Ash LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

7950 -

October 22, 1973

James A Strissle Construction Company
403 N. E. Cooper
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7950 for a utility building in Jessie M. Honeyman State Park in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Dave Talbot
Eugene Ash

7950

files

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 9, 1973

Mr. R. D. Asburry
Assistant Office Engineer
Office Engineering Section
State Highway Building
Salem, Oregon 97310

Re: Contract No. 7950, 7953 and 7944

Dear Mr. Asburry

This will confirm our verbal conversation relating to the above three contracts and some minor discrepancies in the bid proposal. On contract 7950 for a utility building at Honeyman State Park, I have written to the insurance company that signed the proposal bond and advised them that they had omitted the discription of the job for which they were signing the bond and advised them that unless I heard to the contrary within five days, we would proceed and award the contract. That letter will be leaving my office on October 2, 1973 and we should be able to award the contract by the 9th of October. It is felt that the omission of the dropped job description is not of significant import to make the proposal unacceptable.

On contract No. 7953, where the bid proposal did not contain the sworn statement that they would comply with the federal law on improper proceedings in securing the bid, the fact that they have now signed a sworn statement corrects the deficiency and it was not of sufficient import to make the bid proposal unacceptable.

As regards contract No. 7944, where the bid proposal shows a total figure of $870 for five concrete inlets, but the bid item price is shown as $1.74 instead of $174, it is obvious that this is a patent error and is a typographical error and therefore the bid proposal is acceptable for the total amount of $870.

Sincerely

Jack L. Sollis
Assistant Attorney General

NOTED
R. D. ASBURRY

am
cc: C. W. Head
Walt Barrie

RECEIVED
OCT 10 1973

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1973

Hon. Johan Mehlum
Mayor, City of Dunes
P.O. Box 657
Florence, OR 97439

Noted
GEORGE M. BALDWIN

Dear Mayor Mehlum:

Thank you for your letter of May 14, 1973 advising us of the Dunes City Council's resolution requesting the State of Oregon to discourage any further expansion of Honeyman State Park on the east side of the highway on Woahink Lake.

We share your concern regarding additional highway traffic growth and water pollution of the lake. The water supply for the state park also comes from the lake. You may be sure that any further expansion will be planned with those factors in mind.

We do not foresee any major expansion of the park on the Woahink Lake side of the highway. The very attractive timbered areas there are being kept in a park resource protection status. Any further recreation developments will probably be limited to the existing use areas and a small group camp area. Most of the park land on the Woahink Lake side is currently planned to be retained for its scenic, vegetative, and wildlife values for nature study, trail development, and lakeside viewing enjoyment.

Very truly yours,

David G. Talbot
State Parks Superintendent

RIM:aw
bc: George Baldwin
Richard Marlega, Ore. Dunes N.R.A.
Larry Jacobson

RECEIVED
MAY 25 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Copy Parks
5-15

City of Dunes

P. O. Box 657 — Florence, Oregon

May 14, 1973

Draft coming 5-16

Mr. George M. Baldwin, Administrator
Highway Commission
State of Oregon
Salem, Oregon

Dear Sir:

On May 10, 1973 the Dunes City council adopted a resolution requesting the State of Oregon to discourage any further expansion of Honeyman State Park on the East side of Highway 101 on Woahink Lake.

There are two reasons for this resolution: First of all, the existing two-lane Highway 101 thru the entire area is not sufficient to handle the boats and trailers turning off and on the highway and pulling directly across from the Cleawox side.

Secondly, the State Water Resources Board has designated Woahink lake as the primary water source for that portion of Western Lane county laying between the Siuslaw River and the Douglas County line. The water traffic from the existing park facilities is increasing every season and we are concerned with the polutant factor.

In closing we want to take this opportunity to complement the State for the way Honeyman State Park is kept and managed, it is an asset to our community as long as it is manageable from a health and traffic standpoint.

Yours very truly,

Johan Mehlum, Mayor

cc: Parks and Recreation Advisory Committee, State of Oregon
Lane Council of Governments
Lane County Board of Commissioners

RECEIVED
MAY 16 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7951 Dabney State Park adj. to 1973
Crown Pt. Hwy. E. of Ptld.
(Landscape improvement)

7951

March 4, 1975

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On February 27, 1975, we wrote to you concerning release of final payment on Contract No. 7951 awarded to Cascadian Landscapers, Inc., for landscape improvement in Dabney State Park in Multnomah County.

Final payment on this contract is $4,593.01 and the total contract amount is $41,480.26. No work was performed under force account.

Very truly yours,

C. W. Head
[redacted]

fhm

cc Cascadian Landscapers, Inc.
13495 N. W. Thompson Rd.
Portland, OR 97229

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

OREGON STATE HIGHWAY DIVISION

CON 5-7951

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 25, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM Bruce Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7951, Work Completed February 28, 1974

Project Dabney State Park

Highway - -, County Multnomah

Type of Work Landscape Improvement

Contractor Cascadian Landscapers, Inc.

Recommended Acceptance Date February 21, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-26-75

2/27 Surety letter written

7951 Contract

FORM E-1 REV. 12-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: DABNEY STATE PARK		WEEK ENDING: March 9, 1974
		SECTION PREFIX: 26-3340
HIGHWAY:		COUNTY: Multnomah

NAME OF JOB: Dabney State Park	KIND OF WORK: Landscape Improvement	
CONTRACTOR: Cascadian Landscapers, Inc.	CONTRACT NUMBER: 7951	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 8, 1973	DATE WORK STARTED: October 29, 1973	ESTIMATED COMPLETION DATE: March, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 46,945.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 62.5
EXCLUSIVE OF ENGINEERING: $ 42,845.00	ENGINEERING AUTHORIZATION $ 4,100.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90.8
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,845.00	ENGINEERING COST TO DATE $ 3,350.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89.8
ESTIMATED PERCENT: OVERRUN / UNDERRUN ---%	PERCENT OF AUTHORIZATION 82 %	DATE PROJECT WAS COMPLETED: February 28, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

Trees	DRAINAGE	Shrubs	BASE	Ground Cover	MAT'L. PROD.	Irrigation Sys.
100		100			- 100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers - Cold			
MONDAY	Cloudy - Cold			
TUESDAY	Rain			
WEDNESDAY	Cloudy - Cold			
THURSDAY	Clear - Cold			
FRIDAY	Clear - Cold			
SATURDAY	Cloudy			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	NO ACTIVITY
MONDAY	NO ACTIVITY
TUESDAY	Final inspection of project. In attendance were Don Adams, Region Construction Engineer, Joe Paiva, Parks Landscape Architect, Dick Pierce, Park Rainger, Clair Kuiper and Al Stormo.
WEDNESDAY	NO ACTIVITY
THURSDAY	NO ACTIVITY
FRIDAY	NO ACTIVITY
SATURDAY	NO ACTIVITY

REMARKS

JOB IS COMPLETE.

SIGNED C. L. Kuiper LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7952 Multnomah Falls-John Day R. 1973
Sec. of the Col. R. Hwy.
(Safety Project)

7452

STATE OF OREGON

INTER-OFFICE MEMO

TO: MEMO TO THE FILES

DATE: January 6, 1981

FROM: Lyle K. Watson
Lyle K. Watson
Final Design Supervisor

SUBJECT: West Cascade Locks Interchange
Multnomah County Line-E. Cascade Locks
Columbia River Highway
Hood River County

NOTED
E. S. HUNTER

COPY
7029
5829
PRO 5-1

A review of the contract plans was made as to construction and the standards current at the time of contracting on this section.

In December 1960, a grading, paving, structure, and signing project, Contract No. 5829, File No. 7V-19, was contracted. Plan Sheet No. 5, "Revised As Constructed" shows the guardrail installation on the eastbound lanes at the West Cascade Locks Interchange.

The "Guard Rail and Median Barrier", Drawing No. 2094, of the standard drawings dated May 1958, revised 2-1-60, was the standard drawing included in this contract.

In June 1967, a paving project, Contract No. 7029, File No. 9V-214, was contracted. On Sheet 2B a construction table "Salvage and Reinstall Guard Rail (Add Blocks)" shows the guardrail revisions by stations in this area. The standard drawing "Guardrail" No. 2094, dated November 1964, Rev. 11-1-66, was the standard drawing included in this contract. The "Revised As Constructed" plans, File No. 9V-214, had Plan Sheets 3 through 5 added to indicate the work completed under this contract.

In September 1974, a grading, paving, guardrail, and concrete barrier project, Contract No. 7952, File No. 11V-163, titled Multnomah Falls-John Day River Section was contracted. The Multnomah County Line-E. Cascade Locks Section was a no work area and not included in Contract No. 7952.

RECEIVED
TECHNICAL SERVICE
JAN 12'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

LKW:ab
cc: E. S. Hunter
E. L. Hardt

Contains Recycled

7952 - - 7

January 22, 1976

Mr. L. A. Kirksby, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Contract 7952

Dear Sir:

All work under Contract No. 7952, Multnomah Falls-John Day River Section of the Columbia River Highway in Wasco, Multnomah, Hood River and Sherman Counties, was completed January 20, 1975.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before May 22, 1976.

Very truly yours,

C. T. Keasey
Construction Engineer

[redacted]Ctrs

cc: Gene Hicken
J. E. Chidsey
R. B. Church

7452

January 20, 1976

Mr. A. W. Kilborn, Superintendent
Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209
ATTENTION: Mr. E. A. Kendrew

Contract 7952

Dear Sir:

All work under Contract No. 7952, Multnomah Falls-John Day River Section of the Columbia River Highway in Wasco, Multnomah, Hood River and Sherman Counties, work was completed January 29, 1975.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before May 19, 1976.

Very truly yours,

C. T. Keasey
Construction Engineer

RDC:rm

cc: Gene Hickam
J. E. Chidsey
R. D. Church

7952

November 20, 1975

Mr. Stanley D. Heisler
Heisler & Van Valkenburgh
Attorneys at Law
214 East Fifth Street
The Dalles, OR 97058

Dear Mr. Heisler:

In reply to your November 14 letter, final payment on our Contract 7952 was mailed May 16, 1975 and on Contract 7976, final payment was mailed April 10, 1975.

361-H

If we can be of further help, please contact us.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter (enc.)
C. T. Keasey "
L. W. Rulien
R. D. Church "

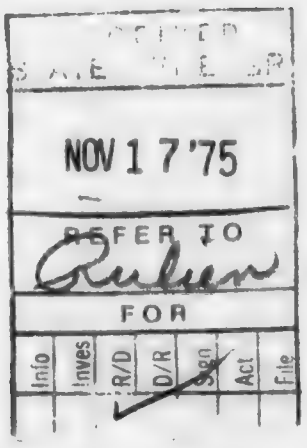
RDC/VB:ljt ja

Heisler & Van Valkenburgh
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER

TELEPHONE : (503) 296-4654

November 14, 1975



Office of the Administrator
and State Highway Engineer
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Gentlemen:

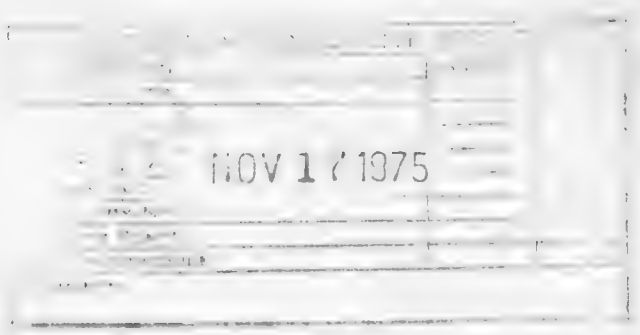
Please be advised that we represent Interstate Paving Company which was assigned a portion of the proceeds of Oregon State Highway Department Job No. 79-76 (on which C & B Olson Construction Company is the prime contractor) and Oregon State Highway Job No. 79-52 (on which C & B Olson Construction Company is a subcontractor).

Interstate Paving Company has, as of the date of this letter, received no funds from C & B Olson Construction Company. Would you please advise me of the status of the two aforementioned contracts. Specifically, have these contracts been paid in full and, if so, when was payment made? In the event they have not yet been paid in full, when is payment expected?

Very truly yours,

Stanley D. Heisler

SDH:bw
cc: Mr. Howard Stinson
Mr. Alan Bell



7952

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-16-75

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Hood River, Multnomah, Sherman, Wasco	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-16-75	S. O. Deocampo, Engr Trainee	I-80N-0(2)31

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-29-75	4-22-75	100 %	250CWD

APPROVED EXTENSIONS	LOCATION
47½ days	The project is located on the Columbia River Highway (I-80N) and extends from Multnomah Falls to the John Day River.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

OCT 22 1975

MULTNOMAH FALLS-JOHN DAY RIVER
HOOD RIVER, MULTNOMAH, SHERMAN, & WASCO COUNTIES
Safety

Washington

This project provided for safety improvements along the Columbia River Highway (I-80N). The work consisted of:

1. Construction of embankment widening, earth mounds, and topsoil.
2. Construction of aggregate base and asphalt concrete pavement.
3. Construction of metal guardrail and concrete shoulder barrier.

Also included was partial illumination of the Biggs Interchange.

The contract was contracted 250 calendar workdays. Although the contractor used 297½, extensions of 36 and 11½ days were granted with no liquidated damages. This project was completed Januqry 19, 1975.

The total cost of the project was $986,695.09 which is a 3 percent overrun. This overrun is not considered to be significant. The final contract amount($540,945.59) underran the initial contract amount ($753,650.00) by approximately 28 percent. The underrun resulted when

More -

NOTED
H.S. COULTER

10-23-75

RECEIVED
OCT 23 1975

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter Area Engr.		SIGNATURE: Original signed by G. K. Hossner Dist. Engineer	
TITLE: D. B. Carter, Area Engineer	DATE: 10-16-75	TITLE: G. K. Hossner, District Engineer	DATE: OCT 22 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

the guardrail items were deleted from the contract items and then reentered as Price Agreement No. 3. This action was necessary to adjust the guardrail unit price as during construction it was determined more areas required guardrail than had originally been estimated. Price Agreement No. 3 was executed to reflect this change. This addition to the contingencies caused the contingency amount to considerably overrun that which had been set up in the estimate. A copy of the Resident Engineer's statement of overruns and underruns is attached to the Division Office copy of this report.

STATE COPY COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (xx)
Oregon	Sherman Wasco Multnomah Hood River	I-80N-0(2)31	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		Y007 Y002 Y101 Y030		12-10-73
20	FINAL CONSTRUCTION COST	DOL.	808,198		DATE COMPLETED 1-29-75
21	LENGTH OF PROJECT	MILES	82.31		TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	23,748	174,609

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	407,382	
	9	PETROLEUM PRODUCTS	GAL.	58,520	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	84	
	92		CU. YD.	3,785	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.	127	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	16,885	
	8	STRUCTURAL STEEL	LB.	39,000	
	10	EXPLOSIVES	LB.	100	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	692	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,168	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.	642	
	18	GUARDRAIL	LIN. FT.	22,178 Reinstallation 7,525 New	
	19	BRIDGE RAIL	LIN. FT.		
CARD D	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	112,819	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	125,930	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	15	94
	18	242

CARD J

13	CONCRETE PIPE	
	12	6
	24	12

CARD K

14	CLAY PIPE AND DRAIN TILE

CARD L

25	CORR. ALUMINUM CULVERT

CARD M

26	CAST IRON PIPE

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6,1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

RIVIE DOhA

GPO 937-978

7952

September 29, 1975

TO: G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. I-80N-0(2)31

FROM:
C. T. Keasey
Construction Engineer

SUBJECT: Request Federal-aid Project Acceptance

Contract 7952, Work Completed January 29, 1975

Project Multnomah Falls - John Day River

Highway Columbia River

Counties Hood River, Multnomah, Sherman and Wasco

Acceptance: Transportation Commission April 22, 1975

Federal Highway Administration February 4, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:ek

cc: Richard Hacek
R. D. Church

7952 9-1-7 STATE COPY 75

MONTHLY TRANSACTION NUMBER 7-77	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Hood River, Mult., Sherman & Wasco
MODIFICATION NUMBER 2		PROJECT NUMBER I-80N-0(2)31 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 24, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 881,134	$ 894,233
Federal Funds	$ 813,022	$ 825,100
Other revisions		

This modification is made for the following reasons:

to include additional approved extra work orders

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of September, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, September 3, 1975

Federal Aid Project
No. I-80N-0(2)31 Safety

Multnomah Falls-John Day River Section
Columbia River Hwy. in Hood River, Multnomah, Sherman & Wasco Counties

Revised Project Agreement Estimate.

Sub-total on Previous Estimate of January 21, 1975		$801,030.97
Additional Approved Items		
EWO 5 Extend & Repair Culvert Pipes	All Required	10,578.27
EWO 3 Adjust Drains on Structures	All Required	1,330.20
	Increase	$ 11,908.47
	Subtotal	$812,939.44
	Engineering	81,293.56
	Total	$894,233.00

Length of Project - - - 0.0 mile

Federal Funds - - -

7952

STATE COPY

MONTHLY TRANSACTION NUMBER 2-19	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Hood River, Wasco, Sherman & Wasco
MODIFICATION NUMBER 1	1-28-75	PROJECT NUMBER I-80N-0(2)31 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 24, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 837,485	$ 881,134
Federal Funds	$ 772,747	$ 813,022
Other revisions		

This modification is made for the following reasons:

Changes in bid item quantities and extra approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E V Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn L. Green
for G.L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-Aid Project
No. I-80N-0(2)31 Safety

MULTNOMAH FALLS - JOHN DAY RIVER SECTION OF THE

COLUMBIA RIVER HWY. IN HOOD RIVER, MULTNOMAH, SHERMAN & WASCO COUNTIES

Salem, Oregon, January 21, 1975

Revised Project Agreement Estimate.

Type Code Y007
Roadway (M.P. 31.59 to M.P. 113.90)

Total same as previous estimate of October 15, 1973			$284,200.00

Type Code Y101
Guard Rail

Total on previous estimate of October 15, 1973			$222,475.00

Previous estimate

Guard Rail, Type 2A	31,400 lin.ft.	4.00	125,600.00
Guard Rail, Type 3	160 lin.ft.	15,00	2,400.00
Estra for Guard Rail Bridge Connections	150 only	150.00	22,500.00
Rail End Pieces, Type B	35 only	35.00	1,225.00
			$151,725.00

Revised estimate

Guard Rail, Type 2A	- lin.ft.	4.00	- -
Guard Rail, Type 3	- lin.ft.	15.00	- -
Extra for Guard Rail Bridge Connections	- only	150.00	- -
Rail End Pieces, Type B	- only	35.00	- -
PA 3 Guard Rail, Type 2A	30,000 lin.ft.	3.92	117,600.00
PA 3 Guard Rail, Type 3	2,425 lin.ft.	14.25	34,556.25
PA 3 Rail End Pieces, Type C	106 only	115.24	12,215.44
PA 3 Guard Rail Bridge Connections	164 only	150.00	24,600.00
			$188,971.69
	Increase		$ 37,246.69
	Total		$259,721.69

Type Code Y002
Signing

Total same as previous estimate of October 15, 1973		$148,975.00

Type Code Y030
Illumination

Total same as previous estimate of October 15, 1973		$ 98,000.00

Additional Items

Total on previous estimate of October 15, 1973		$ 7,700.00

Approved Extra Items

EWO 4 Adjust Irrigation Pipes	All Required	2,234.28
SFO 1 Railroad Protective Cost	All Required	200.00
		10,134.28
Subtotal		$801,030.97
10% Engr.		80,103.03
Total		$881,134.00

Length of Project _____ 0.0 mile

Federal Funds _____	$813,022.00
State Funds _____	68,112.00
Total	$881,134.00

Group 1 - 100%
Contract No. 7952
Prefix 626-1006

7952

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
10-48	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah, Wasco Hood River & Sherman
PROJECT REPORT NO. 5	*(PPM 21-7)* 10-24-73	PROJECT NO. I-80N-0(2)31 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Multnomah Falls-John Day River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-15-73	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 837,485	$ 772,747

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Leon W. Crumb
(Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 24 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-0(2)31 Safety

MULTNOMAH FALLS-JOHN DAY RIVER SECTION

COLUMBIA RIVER HIGHWAY

HOOD RIVER, MULTNOMAH, SHERMAN AND WASCO COUNTIES

Salem, Oregon, October 15, 1973

Project Agreement Estimate.

Type Code Y007
Roadway (MP 31.59 to MP 113.90)

Mobilization	All Required		$ 75,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Clearing and Grubbing	All Required		10,000.00
Removal of Structure and Obstructions	All Required		50,000.00
Ditch Excavation	60 cu.yd.	15.00	900.00
Embankment in Place	5,900 cu.yd.	6.00	35,400.00
Trench Excavation	260 cu.yd.	15.00	3,900.00
Furnishing and Placing Topsoil	380 cu.yd.	10.00	3,800.00
Watering	150 M-gal.	10.00	1,500.00
1" - 0 Aggregate Base	3,900 cu.yd.	9.00	35,100.00
Class "C" Asphalt Concrete	850 ton	35.00	29,750.00
8-inch Culvert Pipe	140 lin.ft.	10.00	1,400.00
15-inch Culvert Pipe	1,300 lin.ft.	11.00	14,300.00
18-inch Culvert Pipe	450 lin.ft.	15.00	6,750.00
Concrete Inlets, Type G-1	8 only	240.00	1,920.00
Concrete Inlets, Type G-2MA	2 only	400.00	800.00
Concrete Inlets, Type M-E	12 only	450.00	5,400.00
Concrete Inlets, Type M-0	6 only	500.00	3,000.00
Drainage Curbs	200 only	4.00	800.00
Loose Riprap, Class 100	24 cu.yd.	20.00	480.00
			$284,200.00

Type Code Y101
Guard Rail

Guard Rail, Type 2A	31,400 lin.ft.	4.00	$125,600.00
Guard Rail, Type 3	160 lin.ft.	15.00	2,400.00
Guard Rail Anchors	120 only	200.00	24,000.00
Extra Posts	15 only	30.00	450.00
Type 2 Fence	800 lin.ft.	1.00	800.00
16' x 48" Single Gates	2 only	350.00	700.00
Concrete Barrier	3,200 lin.ft.	9.00	28,800.00
Extra for Guard Rail Bridge Connections	150 only	150.00	22,500.00

Rail End Pieces, Type B	35 only	35.00	$ 1,225.00
Impact Attenuator (Hi-Dro Cushion Cells)	All Required		16,000.00
			$222,475.00

Type Code Y002
Signing

Removal of Existing Sign Installations	All Required		$ 4,000.00
Sign Support Footings	All Required		35,000.00
Breakaway Sign Posts	All Required		40,000.00
Single Sign Support	All Required		1,000.00
Sign Bridge at Sta. 1186+70 Rt.	All Required		15,000.00
Cantilever Sign Structure, Sta. 1225+75 Lt.	All Required		8,000.00
Cantilever Sign Structure, Sta. 1229+90 Rt.	All Required		10,000.00
Type A and B Signs in Place	3,330 sq.ft.	7.50	24,975.00
Move and Reinstall Existing Signs	All Required		8,000.00
Sign Illumination Equipment	All Required		3,000.00
			$148,975.00

Type Code Y030
Illumination

Frangible Aluminum Transformer Bases	All Required		$ 1,000.00
Foundations	All Required		15,000.00
Roadway Lighting Poles and Arms	All Required		30,000.00
Luminaires and Ballasts	All Required		5,000.00
Switching, Conduit Wiring, Lamps, etc.	All Required		45,000.00
Removal of Existing Illumination	All Required		2,000.00
			$ 98,000.00
			$758,650.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 4,200.00
Reflectors on Bin Wall	All Required		200.00
Temporary Erosion Control	All Required		1,000.00
Guard Rail End Shoes on Strs.	All Required		700.00
On-the-Job Trainees (2 at $800.00)	All Required		1,600.00
			$ 7,700.00
		Subtotal	$761,350.00
		10% Engineering	76,135.00
		Total	$837,485.00

Length of Roadway - - - 0.00 Miles

Retained in Program Status

Adjust Irrigation Pipes	All Required	$ 500.00
Seeding and Mulching	All Required	650.00
	Subtotal	$ 1,150.00
	10% Engineering	115.00
	Total	$ 1,265.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$837,485.00	$772,747.00	$ 64,738.00
Retained in Program	1,265.00	1,167.00	98.00
	$838,750.00	$773,914.00	$ 64,836.00

Group 1 - 100%

Contract No. 7952

Prefix: 626-1006

MULTNOMAH FALLS-JOHN DAY RIVER SECTION

Nonparticipating - State Work

State Responsibility for Damage	All Required	$ 3,000.00

7952

April 28, 1975

U. S. Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On April 23, 1975, we wrote to you concerning release of final payment on Contract No. 7952 awarded to Robert and James Crick Co. for work on the Multnomah Falls-John Day River Section of the Columbia River Highway in Multnomah, Hood River, Wasco and Sherman Counties.

Final payment on this contract is $20,000 and the total contract amount is $806,169.15 including $19,545.50 for work performed under force account.

Very truly yours,

C. W. Head
CONSTRUCTION SERVICES

js

cc: Robert and James Crick Co.
P. O. Box 11306
Parkwater Station
Spokane, WA 99211

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt
C. M. Williams

7952

12

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 18, 1975

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7952, Work Completed ~~March 7~~ 1-29 corrected date, 1975

Project Multnomah Falls-John Day River

Highway Columbia River, County 4 Counties

Type of Work Grading, Paving, Guardrail & Concrete Barrier

Contractor Robert & James Crick Co.

Recommended Acceptance Date April 21, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENG
APR 22 '75
REFER TO
FOR
Init. | Inves. | R/D | D/R | Sign | Act

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED

STATE HIGHWAY ENGINEER

DATE: 4-22-75

File

R

7952 K

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Multnomah Falls - John Day River	WEEK ENDING: March 29, 1975	
HIGHWAY: Columbia River	SECTION PREFIX: 626-1006	
	COUNTY: Multnomah, Hood River, Wasco & Sherman	
NAME OF JOB: Multnomah Falls - John Day River Sect.	KIND OF WORK: Grade, Pave, Guardrail, Sign, Conc. Barrier, Illumination	
CONTRACTOR: Robert & James Crick Co.	CONTRACT NUMBER: 7952	FEDERAL AID PROJECT NUMBER: I-80N-0(2)31
DATE OF CONTRACT: October 6, 1973	DATE WORK STARTED: December 10, 1973	ESTIMATED COMPLETION DATE: January 29, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 298	CALENDAR DAYS USED: 297.5
	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $868,842.50	ENGINEERING AUTHORIZATION: $68,895.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $799,947.50	ENGINEERING COST TO DATE: $80,037.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $808,184.23	Cost this week 871.	DATE PROJECT WAS COMPLETED: January 29, 1975
ESTIMATED PERCENT OVERRUN: 1.0 %	PERCENT OF AUTHORIZATION: 116.2%	

W/ Engineering: OVERRUN 2.5%

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MISCELLANEOUS	Guardrail	Illumination
	100%	100%	100%	100%	100%	Signs 100%	100%	100%
				Cu.Yds. GRADING	Cu.Yds. SURFACING	Signs MAINTENANCE	Guardrail ORIGINAL CONTRACT	Illumination
MILES IN PROJECT				81.5	81.5	81.5	81.5	81.5
MILES PARTIALLY COMPLETED								
MILES COMPLETED				81.5	81.5	81.5	81.5	81.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)				6,304	3,900	$170,175.	35,560 LFt.	$119,200.
TOTAL QUANTITIES CORRECTED TO DATE				7,017	3,714	$170,493.	35,333 LFt.	$121,126.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				7,017	3,714	$170,493.	35,333 LFt.	$121,126.
AVERAGE DAILY QUANTITIES This week (0)				-	-	-	-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				-	-	-	-	-
NUMBER OF SHIFTS PER DAY				-	-	-	-	-
HOURS PER SHIFT				-	-	-	-	-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
3-23-75 SUNDAY	P. Cloudy-Rain	0		Project completed.
MONDAY	Cloudy			
TUESDAY	P. Cloudy			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	P. Cloudy			
3-29-75 SATURDAY	P. Cloudy			

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Scofield, Glenn, Berg

RECEIVED
MAR 31 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3-23-75 SUNDAY	
MONDAY	No work. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
3-29-75 SATURDAY	

REMARKS

Contract work completed. Semi-Final Estimate was worked on 16 mandays this week and hand carried to Region Office on Friday.

Unless additional work is required on this project, or we a directed otherwise, this will be the last weekly report submitted.

Mr. Robert Sandmann, Reg. Const. Eng'r., was in the office on Wednesday and Thursday.

SIGNED J. S. Sawyer, Res. Eng'r. LOCATION P. O. Box 420, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7952

March 11, 1975

Robert & James Crick Company
P.O. Box 306 Parkwater Station
Spokane, WA 99211

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7952 for work on Multnomah Falls-John Day River Section of the Columbia River Highway in four counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an additional extension of 12 days is granted because of further delay in delivery of sign structures. This will delete all liquidated damages at $150 per day.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
Vern Skoog
Carl Williams

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7952 Contractor Robert & James Crick Company

Highway Columbia River

Section Multnomah Falls - John Day River

Kind of Work Grade, Pave, Sign, Illuminate, Guardrail, & Concrete Barrier

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: Initial request for extension of time was for 36 calendar workdays and this was granted. The initial request was based on an anticipated delivery date for sign materials of September 16, 1974, and an eight (8) week period of time to complete the project. Actual delivery of sign materials was between October 28, 1974 and December 12, 1974. The additional delay was caused by materials shortages, problems getting materials galvanized and difficulties arising during painting of sign bridge components. Once materials were received on the project, efforts to complete the works were pursued diligently.

Recommended for Approval:

Robert A. Bondmann
for C. M. Williams — Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

State Printing 37000

Contract No. 7952

Project designation I-80N-0(2)31 ~~State~~ Federal

Date awarded October 8, 1973

Work started December 10, 1973

Per cent completed 99% Date 1-18-75

No. of Workdays Allowed 286 Calendar

No. of Workdays Used 297.5 Calendar

No. of Added Workdays Requested 11.5

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
JAN 17 1975
J. S. SAWYER

Oregon State Highway Commission
Salem, Oregon

Date January 15, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 286 days to 297-1/2 days, within which to complete our Contract No. 7952, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTERS ATTACHED

Respectfully submitted,

ROBERT & JAMES CRICK CO.
Contractor

By

CONSENT OF SURETY

Date January 15, 1975

We, United States Fidelity and Guaranty Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

George E. Dodds
Attorney-in-fact

(SEAL)

Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7952

Salem, Oregon

February 24, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Multnomah Falls-John Day River
Contract No. 7952
2nd Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Robert and James Crick Company request extension for the 11½ days liquidated damages assessed on this project up to its actual completion on January 29, 1975. Their first request made in August, 1974, was for 36 days and this was granted. Reason for it was same as for this one; delay in delivery of sign structures (including break-away posts) by suppliers. It was based on estimated September delivery dates. This proved to be optimistic, as two cantilever structures supplied by Coral arrived on job in late October, and a sign bridge supplied by Portland Wire and Iron arrived in November. Letters from both these firms describing their delays are attached to the contractor's request. The cantilever structures were promptly erected in early November. The sign bridge was delivered in late November and installed December 6. (The project time entered winter no-count period December 1.)

Three late extra work orders (7, 8 and 9) added $4,675 of work after the extended contract time expired.

We concur in a 12-day extension that will delete all liquidated damages at $150 per day. Our engineering is over about 12 percent.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
FEB 24 1975
Office of
Assistant State Highway Engineer

7952

File: CON 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

DATE February 24, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
Multnomah Falls-John Day River
FAP No. I-80N-0(2)31, Contract 7952

The contractor has requested extension for the 11½ days of liquidated damages assessed on this project up to its actual completion on January 29, 1975. Their first request, made in August 1974 for 36 days, was granted. Reason was the same as for this one: delay in delivery of sign structures (including breakaway posts) by suppliers. It was based on estimated September delivery dates. This proved to be optimistic, as two cantilever structures supplied by Coral Corporation arrived on the job in late October, and a sign bridge supplied by Portland Wire and Iron arrived in November. To substantiate the request, attached are letters from both these firms describing the delays. The cantilever structures were promptly erected in early November. The sign bridge was delivered in late November and installed December 6. (The project time entered winter no-count period December 1.)

Three late Extra Work Orders (7, 8 and 9) added $4,675 of work after the extended contract time expired.

Your concurrence is requested in a 12-day extension that will delete all liquidated damages at $150 per day.

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. M. Williams
V. L. Gallagher

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon

FILE: CON 5
#7952

DATE January 23, 1975

TO Mr. C. M. Williams
Region Engineer

FROM J. S. Sawyer
Resident Engineer

RCE RE RME RCE FAE
RTE RECEIVED ENV.
RUE JAN 27 1975 RDE
RSO REGION 4 RBE
ASSIGNED

SUBJECT Request for Extension of Time
Multnomah Falls - John Day River
Columbia River Highway
Contract No. 7952, Prefix No. 626-1006

Enclosed for consideration are contractor's request for an extension of time, with supporting data, on the subject project.

Contractor submitted a request for a 36-Calendar Workday extension on August 28, 1974. That request was granted.

The contractor has now asked for an additional 11.5 Calendar Workdays or a total of 297.5 Calendar Workdays. This will extend project time to November 30, 1974. The Calendar Workday count was stopped on that date, at the beginning of the Winter Construction Season.

The first request was based upon anticipated delivery of signing materials on September 16, 1974. Signing materials arrived on the job intermittently from October 28, to December 12, 1974, or up to 87 days beyond anticipated delivery date under the first request.

It appears part of the problem with delivery, in addition to difficulty in obtaining materials, was that painting of the sign bridge and cantilevers required up to 7 coats of paint rather than the 2 specified in the price agreement to achieve the required dry film thickness. This took considerably more than the time anticipated.

Contractor thought he could finish the project work in 8 weeks following delivery of signing posts, bridges, etc. (September 16 to November 18). The last of the major signing items was on hand November 19. The contractor worked with reasonable diligence until the Christmas and New Year's holidays and had most of the work completed. Some minor cleanup work remains. If he had received materials when expected on September 16, he would have finished the project by November 18; within the limits of the first time extension.

It is my recommendation that the contractor be granted the additional 11.5 days.

JSS:ELC:erc

Encls.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7952 Contractor Robert & James Crick Company

Highway Columbia River

Section Multnomah Falls - John Day River

Kind of Work Grade, Pave, Sign, Illuminate, Guardrail, & Concrete Barrier

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: Initial request for extension of time was for 36 calendar workdays and this was granted. The initial request was based on an anticipated delivery date for sign materials of September 16, 1974, and an eight (8) week period of time to complete the project. Actual delivery of sign materials was between October 28, 1974 and December 12, 1974. The additional delay was caused by materials shortages, problems getting materials galvanized and difficulties arising during painting of sign bridge components. Once materials were received on the project, efforts to complete the works were pursued diligently.

Recommended for Approval:

Robert A Bankhead
for C. H. Williams — Division Engineer

J. Fred A. Bond
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7952
Project designation	I-80N-0(2)31 Federal
Date awarded	October 8, 1973
Work started	December 10, 1973
Per cent completed	99% 1-18-75 Date
No. of Workdays Allowed	286
No. of Calender Workdays Used	297.5
No. of Calender Added Workdays Requested	11.5

State Printing 27020

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 17 1975
J. S. SAWYER

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 15, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 286 days to 297-1/2 days, within which to complete our Contract No. 7952, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTERS ATTACHED

Respectfully submitted,

ROBERT & JAMES CRICK CO.
Contractor

By

CONSENT OF SURETY

Date January 15, 1975

We, United States Fidelity and Guaranty Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

George E. Dodds
Attorney-in-fact (SEAL)

Resident Agent

APEX CONSTRUCTION, INC.

CONTRACTORS

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2600

ROBERT & JAMES CRICK CO.

January 9, 1975

J. S. Sawyer, Resident Engineer
State of Oregon Department of Highways
The Dalles, Oregon 97058

Re: Multnomah Falls-John DAy River SEction
Contract No. 7952

Dear Sir:

On August 28, 1974 we requested an extension of time to complete the above referenced contract. That extension was based upon an expected delivery of sign cantilevers, sign bridges, and sign posts by September 16, 1974. The ultimate delivery of this material was not completed until December 9, 1974.

On November 6, 1974 we submitted a letter to you acknowledging receipt of 36 day extension of time granted by you, and advising that an additional time extension would be requested because material had not been delivered as previously expected by September 16, 1974.

Enclosed is a letter from our supplier, Portland Wire and Iron Works setting forth their reasons for the delay in delivery. We previously submitted a letter to you outlining the reasons why our supplier, Coral Corporation, were unable to deliver materials at an earlier date.

Due to conditions beyond our control we were unable to complete the contract at an earlier date and we respectfully request further extension of 11-1/2 days to complete the contract.

Very truly yours,

ROBERT & JAMES CRICK CO.

James Crick, Jr.

JC,Jr./pmc
enclosures
c.c.: Portland Wire & Iron Works
Coral Corporation

RECEIVED
JAN 17 1975
J. S. SAWYER

Attached copy of request for extension of time to each letter dated 1/6/75

APEX CONSTRUCTION, INC.

CONTRACTORS

attached copy of Olson letter 12/27/74 to each letter
attached copy of letter to J. S Lawyer "1975" requesting ext of time to each letter

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2609

ROBERT & JAMES CRICK CO.

1/1/73
O. Olson
C Olson

January 9, 1976

C & B Olson Construction Co.
5825 N. W. 242nd
Hillsboro, Oregon 97123

Re: Multnomah Falls-John Day River Section
OESC Contract No. 7952

Gentlemen:

As you are all aware, there are certain problems that exist because of the delays that occurred in the furnishing of materials and supplies which were necessary to install the signs on this project. Some of the materials were contracted to be furnished by Coral Corporation and some were contracted to be furnished by Portland Wire & Iron Works. While the delays were different as to the different companies and the different items, the approximate overall delay was nine (9) months.

As a result of this delay, C & B Olson Construction Co. has claimed damages in the amount of $10,075.00. We question the amounts of some of the items claimed, but we have to recognize that unless agreement is reached, it will take a court decision to determine how much, if any, C & B Olson Construction Co. is entitled to recover in addition to its contract price on account of the delay.

We have been assessed $1,725.00 by the State of Oregon on account of delay in completing the project. This was also the result of delay in furnishing of the materials and supplies for the signing portion of the contract. In addition, the payment of our retainage was delayed for approximately six (6) months, which cost us approximately $2,000.00 in interest charges in connection with the financing of the project.

We are perfectly willing to pay out all sums which are contractually owed on the project, withholding only the penalty assessed by the State of Oregon and the additional interest expense that we have had. For purposes of settlement, we are willing to absorb the additional overhead cost that we had on the project because of delay. We are unable, however, to make a determination as to the true amount that C & B Olson Construction Co. is entitled to receive and as to how that amount should be allocated between Coral Corporation and Portland Wire & Iron Works. Accordingly, we have withheld $4,520.00 from Coral Corporation and we are withholding $15,000.00 from Portland Wire & Iron Works. Neither are we paying C & B Olson Construction Co. the $10,075.00 which it claims it has coming. Thus, you will see

APEX CONSTRUCTION, INC.

CONTRACTORS

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2609

ROBERT & JAMES CRICK CO.

January 9, 1973

C & B Olson Construction Co.

Page 2

that we are withholding a total of $19,520.00 which will ultimately belong to the three of you, but we do not know in what relative amounts. We are perfectly willing to deposit this money in court in an interpleader action and allow you to resolve the question among you. We do feel, however, that it would be much better for all concerned if the four of us could meet and make a serious effort to resolve the allocation of funds. We are willingt to meet with the three of you at the office of any of the three of you in the Portland area if you will just tell us the time and place that you are willing to meet.

Very truly yours,

ROBERT & JAMES CRICK CO.

James Crick, Jr.

JC,Jr./pmc
enclosure

c.c.: Coral Corporation
Portland Wire & Iron Works

APEX CONSTRUCTION, INC.

CONTRACTORS

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2609

ROBERT & JAMES CRICK CO.

January 9, 1975

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Re: Multnomah Falls-John Day River Section
OSHC Contract No. 7952

Gentlemen:

As you are all aware, there are certain problems that exist because of the delays that occurred in the furnishing of materials and supplies which were necessary to install the signs on this project. Some of the materials were contracted to be furnished by Coral Corporation and some were contracted to be furnished by Portland Wire & Iron Works. While the delays were different as to the different companies and the different items, the approximate overall delay was nine (9) months.

As a result of this delay, C & B Olson Construction Co. has claimed damages in the amount of $10,075.00. We question this amounts of some of the items claimed, but we have to recognize that unless agreement is reached, it will take a court decision to determine how much, if any, C & B Olson Construction Co. is entitled to recover in addition to its contract price on account of the delay.

We have been assessed $1,725.00 by the State of Oregon on account of delay in completing the project. This was also the result of delay in furnishing of the materials and supplies for the signing portion of the contract. In addition, the payment of our retainage was delayed for approximately six (6) months, which cost us approximately $8,000.00 in interest charges in connection with the financing of the project.

We are perfectly willing to pay out all sums which are contractually owed on the project, withholding only the penalty assessed by the State of Oregon and the additional interest expense that we have had. For purposes of settlement, we are willing to absorb the additional overhead cost that we had on the project because of delay. We are unable, however, to make a determination as to the true amount that C & B Olson Construction Co. is entitled to receive and as to how that amount should be allocated between Coral Corporation and Portland Wire & Iron Works. Accordingly, we have withheld $4,520.00 from Coral Corporation and we are withholding $15,000.00 from Portland Wire & Iron Works. Neither are we paying C & B Olson Construction Co. the $10,075.00 which it claims it has coming. Thus, you will see

APEX CONSTRUCTION, INC.
CONTRACTORS

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2609

ROBERT & JAMES CRICK CO.

that we are withholding a total of $19,520.00 which will ultimately belong to the three of you, but we do not know in what relative amounts. We are perfectly willing to deposit this money in court in an interpleader action and allow you to resolve the question among you. We do feel, however, that it would be much better for all concerned if the four of us could meet and make a serious effort to resolve the allocation of funds. We are willing to meet with the three of you at the office of any of the three of you in the Portland area if you will just tell us the time and place that you are willing to meet.

Very truly yours,

ROBERT & JAMES CRICK CO.

James Crick, Jr.

JC,Jr./pmc
enclosure

c.c.: Portland Wire & Iron Works
C & B Olson Construction Co.

APEX CONSTRUCTION, INC.

CONTRACTORS

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2609

ROBERT & JAMES CRICK CO.

January 9, 1975

Portland Wire & Iron Works
P.O. Box 02175
Portland, Oregon 97202

Re: Multnomah Falls-John Day River Section
OSHC Contract No. 7952

Gentlemen:

As you are all aware, there are certain problems that exist because of the delays that occurred in the furnishing of materials and supplies which were necessary to install the signs on this project. Some of the materials were contracted to be furnished by Coral Corporation and some were contracted to be furnished by Portland Wire & Iron Works. Whicle the delays were different as to the different companies and the different items, the approximate overall delay was nine (9) months.

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We are perfectly willing to pay out all sums which are contractually owed on the project withholding only the penalty assessed by the State of Oregon and the additional interest expense that we have had. For purposes of settlement, we are willing to absorb the additional overhead cost that we had on the project because of delay. We are unable, however, to make a determination as to the true amount that C & B Olson Construction Co. is entitled to receive and as to how that amount should be allocated between Coral Corporation and Portland Wire & Iron Works. Accordingly, we have withheld $4,520.00 from Coral Corporation and we are withholding $15,000.00 from Portland Wire & Iron Works. Neither are we paying C & B Olson Construction Co. the $10,075.00 which it claims it has coming. Thus, you will see

APEX CONSTRUCTION, INC.
CONTRACTORS

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2609

ROBERT & JAMES CRICK CO.

Portland Wire & Iron Works

that we are withholding a total of $19,520.00 which will ultimately belong to the three of you, but we do not know in what relative amounts. We are perfectly willing to deposit this money in court in an interpleader action and allow you to resolve the question among you. We do feel, however, that it would be much better for all concerned if the four of us could meet and make a serious effort to resolve the allocation of funds. We are willing to meet with the three of you at the office of any of the three of you in the Portland area if you will just tell us the time and place that you are willing to meet.

Very truly yours,

ROBERT & JAMES CRICK CO.

James Crick, Jr.

JC,Jr./pmc
enclosure

c.c.: Coral Corporation
C & B Olson Construction Co.

OLSON - CAMPBELL, INC.

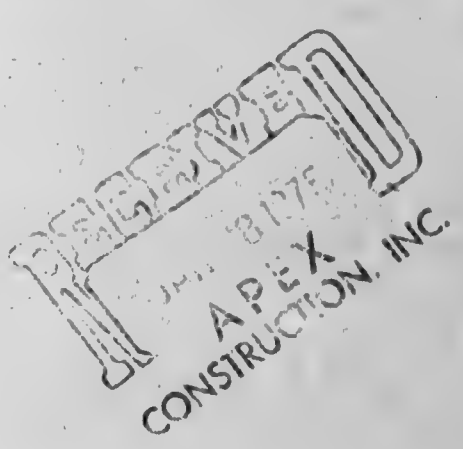
General Contractors

&

C & B OLSON CONSTRUCTION CO.

5825 N.W. 242nd.
~~ROUTE 1 BOX 391~~
HILLSBORO, OREGON 97123
648-6901

January 4, 1975



Robert & James Crick Co.
P. O. Box 306 Parkwater Station
Spokane, Washington 99211

Re: Receipt of materials
OSHD Contract No. 7952

Gentlemen:

Following are the dates and circumstances on which we received the sign materials for this project;

Material arrived on job 10-28-74 — October 28, 1974 - two cantalevers (Coral)

11-1-74 — November 1, 1974 - break-a-way sign posts, incomplete hardware for installing.

11-19-74 — December 3, 1974 - sign bridge without proper hardware to assemble. (Portland Wire & Iron)

12-12-74 — December 9, 1974 - secondary sign frames without proper bolts for erection.

Very truly yours,

C & B OLSON CONSTRUCTION CO.

C. H. Olson

CO:bj

OLSON - CAMPBELL, INC.

General Contractors

&

C & B OLSON CONSTRUCTION CO.

ROUTE 1 BOX 391
HILLSBORO, OREGON 97123
648-6901

December 27, 1974

Robert & James Crick Co.
P. O. Box 306
Parkwater Station
Spokane, Washington 99211

RECEIVED
APEX
CONSTRUCTION, INC.

Re: Time extension
OSHD Contract No. 7952

Gentlemen:

Due to late delivery of steel sign structures and posts we request you to make immediate application for a twelve day time extension for completion of this contract without penalty of liquidated damages. The reasons for material delays are explained in a letter from Portland Wire & Iron Works, December 9, 1974, with a copy to your office. Delivery of all materials was not completed until mid December.

If you need additional supporting material please let us know.

Very truly yours,

C & B OLSON CNST. CO.

C. H. Olson

CO:bj

PORTLAND WIRE & IRON WORKS
4644 SOUTHEAST SEVENTEENTH AVENUE • P.O. BOX 02175
PORTLAND, OREGON 97202 • PHONE (503) 234-9731

DEC 1974
APEX
CONSTRUCTION, INC.

December 9, 1974

Mr. C. H. Olson
C & B Olson Construction Co.
Route 1, Box 391
Hillsboro, Oregon 97123

Re: OSHD Contract No. 7952
Multnomah Falls - John Day R.
OSHD Contract No. 7976
Motorists Service Signing Project

Dear Mr. Olson:

In our meeting on November 25, 1974, we discussed the many conditions which affected the completion of the signing materials for these two projects. Because of sheer volume, this letter cannot trace the path of all the individual components that make up each sign. Rather, we offer an explanation on those conditions and material items which were the primary reason for the delays.

API - 5LX- 52 pipe, used as the sign column in all breakaway signs, became scarce in late 1973. Our usual sources of material, local pipe warehouses and Cal Metals Co. of California, were unable to supply the pipe necessary for these contracts. Their inventories and allocations had been purchased by oil company interests, in some cases as far ahead as 1978.

After three months of futile sourcing, Prudential Steel Company in Alberta, Canada, through their brokerage firm of Norm Hart & Associates, agreed to accept our order for this pipe. This was accomplished by agreement that Prudential would also furnish the high tonnage requirements of 5" sq. "ROPS" tubing for another division of Portland Wire & Iron Works. Unfortunately, Prudential Steel Company was not prepared to meet the OSHD specifications for mill test reports, heat numbers, certification, or identification of the pipe. The first shipment of this material, received in February, 1974, (approximately ½ the total required) could not be accepted for use on the contract because the mill was unable (or unwilling) to provide this documentation. This started a series of meetings, letters, telephone requests, trips by Portland Wire and Iron Works and mill representatives, culminating in receipt of handwritten certification of material in June, 1974. When these were determined unacceptable by OSHD, we again turned to the mill. After five months, we received proper certification for our 1st shipment. The second shipment of pipe was received in July and because of our previous efforts for documentation was properly certified. This allowed us to proceed with the work.

The balance of each breakaway sign is fabricated from an assortment of A441 Alloy Steel plates and beams. Because no individual component is sufficient for mill orders, it was necessary to purchase this material form steel warehouses. From 1973 until this time, particularly the period form 4th quarter 1973 until third quarter 1974, severe steel shortages became prevalent. Material for this contract came from nearly every steel warehouse in the northwest. This procurement cycle started in November, 1973, and was not completed until late in June, 1974. To compound this problem, much of the material was delivered to us without mill identification and required certification, a condition the warehouse did not feel a necessity to accommodate because of the enormous demand. As a result, much of the A441 material required physical testing by independent test labs, a time-consuming process.

As materials were received and approved for use, they were put into fabrication. Again, because of some materials being approved and others not, the job could only be fabricated in small random segments. We are sure that OSHD inspection records will confirm the difficulty in obtaining certified material.

When any small number of sign components were completed, we encountered another major delay - galvanizing. When these orders were accepted, there were two galvanizing companies in the northwest willing and able to do OSHD materials- City Galvanizing and Galvanizers Company. In April, 1974, City Galvanizing advised by letter that they would no longer be able to accept work from sources other than their own company, Hanna Enterprises, due to zinc shortages. In addition, the large galvanizing tank at Galvanizers Company failed in July, substantially reducing their capacity. This condition will not be corrected until late December 1974, or January, 1975. Resultantly, the time required to go through this operation mushroomed from one week to as long as eight weeks, depending on quantity. Also, they were then unable to galvanize the sign bridge.

An alternate paint system for the bridge was promptly approved by the State; however, we were unable to obtain a capable and willing painter until late August. The paint system proved to be far more difficult and time-consuming to apply than anticipated, requiring as many as seven coats of vinyl when only two were specified. As each paint coat was applied and checked, meetings were held to determine discrepancies and corrective action, again adding delays to those already experienced. The bridge and breakaways were finally completed in November, 1974.

Although many conditions not previously covered, changes to signs, additional signs required by the State - also added to the delay, the primary cause

OSHD Contract No. 7952
Multnomah Falls - John Day R.
OSHD Contract No. 7976
Motorist Service Signing Project

was the severe material shortage. The problems in almost every case are traceable to this condition which we could not take effective action to prevent.

We anticipate that this will assist you in your request for a time extension. If we can further assist, please call.

Sincerely,
PORTLAND WIRE & IRON WORKS

T. Aarnio
Operations Manager

TA/plw

cc: Apex Construction Co.

PHONE 861-2105

Coral Corporation

CANBY FABRICATING PLANT
29975 South Barlow Rd. ··ROUTE 2 BOX 483···
CANBY, OREGON 97013

October 29, 1974

RECEIVED
NOV 04 1974
J. S. SAWYER

Mr. James Crick, Jr.
Apex Construction, Inc.
P.O. Box 306
Parkwater Station
Spokane, WA 99211

Re: Multnomah Falls - John Day River
Contract No. 7952

Dear Mr. Crick:

As requested in your October 18, 1974, letter, the following explanation is offered for the delay in delivery of the Cantilever Sign Structures we fabricated for the above referenced project.

These structures were fabricated ready for galvanizing in late July. Unfortunately, the only large galvanizing pot in this area went out at about the same time. Not having access to a pot large enough to galvanize these structures, we applied to the State for permission to paint them.

Permission was promptly granted by the Highway Department to paint the structures instead of galvanizing them. However, since this was at the height of the construction season, we were unable to locate a painting contractor properly equipped and willing to do the work, until the end of August. When painting finally began, the painting contractor had great difficulty getting the required dry film thickness of 4 mils. on the vinyl finish coat.

The Highway Department specified Miller Hi-Solids Vinyl M190 applied in two coats resulting in a dry film thickness of 4 mils. To get this thickness without runs required up to seven coats of paint rather than the two coats indicated. Each paint coat cycle involved added delay of up to two weeks, during which it was necessary to arrange conferences with Highway Department Inspection personnel and the painting contractor to verify and establish discrepancies to be corrected. Further, initial supplies of paint were exhausted because of the additional coats needed to obtain the required thickness. This resulted in more delay because the special paint required up to 14 days to grind and mix.

Painting was finally completed to the Highway Department's satisfaction on October 22nd. We certainly regret the delay in completing these structures. Had the galvanizing facility not gone out of service we would have had these ready for shipment in early August. Unfortunately, this paint system is relatively new and there are very few painting contractors properly equipped and experienced in its application. This resulted in even more delay. However, the structures are completed. The galvanizing facility is not yet back in service. It is expected to be in operation in December. So, we saved a couple of months by changing to a paint finish.

We hope this explanation will enable the Highway Department to grant your request for an extension of time.

Very truly yours,

James B. Irving

James B. Irving
President

mjd

Enclosures:
1. Progress report no. P-7336
2. Notice from Galvanizers Co. 7-24-74
3. Quote from Industrial Painting 8-29-74
4. Purchase Order No. 2799 8-30-74

CONSTRUCTION DEPT. RECEIVED

CORAL CORPORATION

29975 SOUTH BARLOW ROAD, CANBY, OREGON 97013
PHONE (503) 651-2195

PURCHASE ORDER

No. 2799

THIS NUMBER MUST APPEAR ON INVOICES, B/L, BUNDLES, CASES PACKING LISTS AND CORRESPONDENCE.

Industrial Painting and Sandblasting Co.
5901 S. Park Place Ct.
Oregon City, Oregon 97045

DATE: 8-30-74
DATE WANTED: Fall 1974
TERMS:
F.O.B.: Canby, Oregon
SHIP VIA:

SHIP TO: Coral Corporation 29975 S. Barlow Road, Canby, Oregon 97013

QUANTITY	DESCRIPTION	PRICE	AMOUNT
1	OSHD Contract 7952, Multnomah Falls - John Day River Section. Clean and Paint two cantilever sign structures along with luminaire arms of above job. All in accordance with OSHD specifications. Furnish all labor and material. All work to be done at our Canby plant. Owner will turn steel as required to facilitate painting.	L.S.	$1,045.00

Accounting Distribution
G/L A/C 5204
Contract 7952-M

RECEIVED
NOV 04 1974
J. S. SAWYER

☒ CONFIRMATION OF VERBAL ORDER
DO NOT DUPLICATE

CERTIFICATION REQUIRED As follows:
☐ Copy with shipment for Resident Engineer
☐ Copy mailed to Mr. [illegible] - OSHD P.O. Box 42197, Portland, OR 97242
☐ 2 Copies mailed to Coral Corporation, 29975 S. Barlow Rd., Canby, OR 97013

☒ Three inspection reports required.
☐ All four certificates of mills covering physical properties required, fully identified with shipment.
☐ Tests made by Owner's Project or Owner's Testing Service required.

ACKNOWLEDGMENT

PLEASE SIGN AND RETURN IMMEDIATELY

15601 S. Park Place Ct.
PHONE 655-7151
Oregon City, Ore. 97045

#1

Industrial Painting and Sandblasting Co.

BRIDGES - BUILDINGS SHIP - STACKS TANKS - TOWERS

August 29, 1974

AUG 30 1974

CORAL CORPORATION
29975 South Barlow Rd.
Canby, Oregon 97013

REF: Painting sign structures
Multnomah Falls-John Day
River Section

Dear Sir:

This is our quotation for cleaning and painting two cantilever sign structures along with luminaire arms of subject job. All in accordance with Oregon State Specifications. Furnishing all labor and material.

All work to be done at your Canby plant. Owner will turn steel as required to facilitate painting.

Lump Sum $1,045.00

INDUSTRIAL PAINTING & SANDBLASTING CO.

John R. Kreiter

John R. Kreiter

JRK:jc

RECEIVED
NOV 04 1974
I. S. SAWYER

8-23-74

Form D-46 (Rev. 6-72)

Laboratory number

(Do not use this space)

[redacted]ON STATE HIGHWAY DIVISIO[redacted]

MATERIALS SECTION

No P 7336

PROGRESS REPORT

Project Multnomah Falls - John Day River (Give name of section or bridge upon which material is to be used) Prefix No. 626-1006 (This is important)

Highway Columbia River County

Contractor Robert E. Jones Const. Co. (Give name of contractor if work is under contract) Purchase Order or Contract No. 2952 F. A. Project No.

Submitted by [redacted] Title DISTRICT INSP. ENGR. Address PORTLAND

The status of the Cantilever Conc. Arch & Luminaire Arm (Type of material) at the Coral Conc (Name of company)

Canby plant, as of 9-23-74 (Date) is as follows:

2 Cantilever Conc. Arms & their Luminaire Arms for sta 1225 & 1229 have been inspected and accepted for fabrication and material only. No painting has been done to date.

Will Certify to Salem Lab.

RECEIVED

NOV 04 1974

I. S. SAWYER

Remarks:

Inspector

INSTRUCTIONS: Original and Duplicate to Materials Section, Salem; retain Triplicate.

Jim G
Dick

GALVANIZERS COMPANY

CORAL CORPORATION

SEP 30

2406 N. W. 30th AVENUE PORTLAND, OREGON 97210

Area Code 503 227-5611

RECEIVED

NOV 04 1974

J. S. SAWYER

July 24, 1974

TO OUR VALUED CUSTOMERS:

As you may already know the galvanizing kettle used to handle your long work and spinner work (bolts, nuts, small parts) is out of service.

In order to continue to best serve your needs until the kettle is replaced we are temporarily operating our second kettle seven days a week with three shifts each day except for Sunday which has two shifts. We will continue this schedule until further notice.

We expect that this will allow us to maintain nearly the same delivery schedule as in the past, but we are limited, our course, on the longest pieces that can be handled.

Generally speaking, the following schedule shows the lengths we can handle for pieces of various widths or diameters:

	Maximum lengths
48" width/diameter	22'6" long
36" " "	26'0"
30" " "	28'0"
24" " "	30'6"
18" " "	31'6"
12" " "	33'0"

Please call us in any case where there may be any question on lengths of long work. We intend to do our very best to maintain regular scheduling while the damaged kettle is being replaced.

Sincerely yours,

GALVANIZERS COMPANY

Leo S. Stout, Manager

7952

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-0(2)31
Multnomah Falls-John Day River Section
Contract 7952
Request for Time Extension

DATE: March 5, 1975

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on reasons given in Mr. Coulter's February 24, 1975 memorandum, we concur in the 12-day extension of contract time.

G. K. Hosmer
for G. L. Green

RECEIVED
MAR 10 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 7'75
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sum | Act | File

3-10-75
cy Kinsey
Williams
Contract Payments

NOTED
H. S. COULTER

NOTED
R. E. JOHNSON

7952

OREGON STATE HIGHWAY DIVISION

CON 5-7952

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 11, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-0(2)31

SUBJECT Request Contract Acceptance

Contract 7952, Work Completed January 29, 1975

Project Multnomah Falls-John Day River

Highway Columbia River

Counties 4 Counties

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 4, 1975

RECEIVED
STATE HWY ENGR
FEB 20'75
REFER TO
Coulter
FOR
Instr. | Inves. | R/D | D/R | Sign | Act |

for G. L. Green
Division Engineer

RECEIVED
FEB 20 1975
Office of
Assistant State Highway Engineer

cc: F. B. Klaboe
C. T. Keasey

NOTED
H.S. COULTER
2-20-75
cy Keasey
Callaghan

Form 81-734-3123

#7952

STATE COPY

cc: OSHD (H S Co.) Wash DC (HHO-32)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Sherman, Multnomah, Hood River, Wasco	Oregon

IN COMPANY WITH
*See below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2-5-75	D. B. Carter, Area Engineer	I-80N-0(2)31

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	104	100

RECEIVED
FEB 12 1975
Office of
Assistant State Highway Engineer

COPY SENT
FEB 11 1975
Washington

MULTNOMAH FALLS-JOHN DAY RIVER SECTION
COLUMBIA RIVER HIGHWAY
Miscellaneous Safety Improvements

*J. S. Sawyer, OSHD, Resident Engineer
C. Williams, OSHD, Region 4 Engineer
R. Sandmann, OSHD, Region 4 Construction Engineer
O. B. Jackmond, OSHD, Construction Field Engineer
Robert Crick, Contractor
R. W. Pillsbury, FHWA, Structural Engineer

2-12-75
cy Const.

Based on a discussion with the resident engineer and a visual inspection of the project, it appears the contract work has been completed. The work began December 10, 1973 and was completed on January 29, 1975. The final estimated cost will overrun the initial amount by approximately 3%.

The initial contract time was 250 calendar days. A total of 297.5 calendar days were used to complete the project. A 36-day time extension has already been granted to the contractor which reduces the time overrun to 11½ days. The time extension was granted based on unavailability of materials which were required to complete the contract work. The contractor may request further time consideration.

NOTED
H.S. COULTER

The impact attenuator which was installed under this contract at the 2nd Street exit at The Dalles has sustained one hit since it was installed. The system worked as intended.

The sign bridge and two cantilever signs at Hood River were painted in lieu of galvanizing. This change is documented by Price Agreement #12. Painted structures may cause increased maintenance costs.

This project provided for approximately 80 miles of intermittent construction involving small quantities of work and matching existing site conditions. The resident engineer and crew are commended for the work done and the safe manner in which it was accomplished.

7952

4905

FILED
FEB - 5 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

February 4, 1975

Portland Wire & Iron Works
P. O. Box 02175
4644 Southeast Seventeenth Avenue
Portland, Oregon 97202

Gentlemen:

This is to acknowledge receipt of your claim letter of January 30 to the Secretary of State advising them that Robert and James Crick Co. owes you for materials in the amount of $15,000.

This appears to be in reference to the Robert and James Crick Co., Contract No. 7952, for grading, paving, guardrail and concrete barrier, Multnomah Falls-John Day River Section on the Columbia River in Multnomah, Hood River, Wasco and Sherman Counties.

The U.S. Fidelity & Guaranty Company furnished the performance bond on this contract, which is given to assure completion of this contract and payment of all bills incurred in it.

Your claim was filed with the Secretary of State on January 31, 1975, and was assigned his File No. 4905.

We will advise the surety and the principal contractor of the receipt of this claim.

Please notify this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:rw

cc: U.S. Fidelity & Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Robert and James
Crick Co.
P.O. Box 306
Parkwater Station
Spokane, WA 99211

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

PORTLAND WIRE & IRON WORKS
4644 SOUTHEAST SEVENTEENTH AVENUE · P.O. BOX 02175
PORTLAND, OREGON 97202 · PHONE (503) 234-9731

Item 4905

FILED
JAN 31 1975
CLAY MYERS
SECRETARY OF STATE

January 30, 1975

Secretary of State
State of Oregon
Salem, Oregon 97310

Ref: Contract No. 7952
Robert & James Crick or
Apex Construction Co.
General Contractors

Gentlemen:

We hereby make claim for material furnished on the above contract in the amount of $15,000.00 which is the balance owing at this time.

The bonding company for this contract is the United States Fidelity & Guaranty Co., 520 S. W. Sixth Avenue, Portland, Oregon 97204.

Very truly yours,

R. L. Chewning
Credit Manager

RLC/bom
cc: Robert & James Crick Co.

RECEIVED
FEB 4 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JAN 31 ... AM
CLAY MYERS
SECRETARY OF STATE

PORTLAND WIRE & IRON WORKS
4644 SOUTHEAST SEVENTEENTH AVENUE · P.O. BOX 02175
PORTLAND, OREGON 97202 · PHONE (503) 234-9731

CUSTOMER NO. 0 52287 36

DATE 10-31-74

OUR JOB NO. 21 G 4062 A

YOUR P. O. NO. 1477

SOLD TO Apex Construction, Inc.
P/OBox 306
Spokane, Wa 99211

JOB REF. Multnomah Falls
Contract 7952

TERMS: NET 10TH OF FOLLOWING MONTH

Breakaway sign posts	$42,900.00	LS
Single sign support	400.00	LS
Sign Bridge	13,640.00	LS
	$ 56,940.00	

PLEASE PAY FROM THIS INVOICE — STATEMENTS ISSUED ONLY ON REQUEST

RECEIVED
NOV 5 1974

Balance owing 15,000 00

FORM 1548771

RECEIVED
FEB 4 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

.7952

#896

FILED
JAN 10 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 10 2 02 PM '75
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 9, 1975

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

Attention: Robert D. Lasm
Secretary

NOTED ON CARD
1/13/75 -

Gentleman:

This is to acknowledge receipt of your claim letter informing us that Robert and James Crick Company owes you $4,520 for cantilever sign structures.

This appears to be in connection with Robert and James Crick Co., Contract No. 7952 for work on the Multnomah Falls-John Day River Section of the Columbia River Highway in Multnomah, Hood River, Wasco and Sherman Counties.

The U. S. Fidelity and Guaranty Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
JAN 13 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:flm

cc Robert and James Crick Co.
P. O. Box 306
Parkwater Station
Spokane, Washington 99211

U. S. Fidelity & Guaranty Co.
520 S. W. 6th Ave.
Portland, OR 97204

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

PHONE 656-6351
136 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

January 6, 1975

Oregon State Highway Division
121 State Highway Bldg.
Salem, Oregon 97310

ATTN: Cecil Head

Gentlemen:

Notice is hereby given that the undersigned, Coral Corporation, an Oregon Corporation, has a claim for cantilever sign structures on Oregon State Highway Division Contract #7952, Multnomah Falls-John Day River in the sum of Four Thousand Five Hundred Twenty and no/hundreth Dollars ($4520.00) against the bond taken from Robert and James Crick Company and the United States Fidelity and Guaranty, 520 S.W. 6th Avenue, Portland, Oregon 97204, for the work of Oregon State Highway Division Contract #7952, Multnomah Falls-John Day River.

CORAL CORPORATION

BY Robert D. Laam
Robert D. Laam, Secretary

RDL/sls

CC: Robert & James Crick Company
United States Fidelity & Guaranty Company

RECEIVED
COMMERCIAL ... SERVICES
DEPARTMENT OF TRANSPORTATION

7752 IP

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Multnomah Falls - John Day River — Date November 25, 19 74

Highway Columbia River Highway — Contract No. 7952

County Multnomah, Hood River, Wasco, & Sherman — Prefix 626-1006

Contractor Robert & James Crick Company — F. A. Project No. I-80N-0(2)31

Address P. O. Box 306, Spokane, Washington, 99211 — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install electrical service to interchange lighting at Biggs Junction Interchange.

Location by station numbers: M.P. 0.03 on Sherman Highway

Estimate of quantities and cost:

Labor	$2,160.00
Equipment	610.00
Materials	600.00
Mobilization	180.00
Signing	200.00
Total	$3,750.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Contractor to: Excavate & backfill about 422 L.F. of trench, 30 inches deep, to accomodate direct burial cable; Furnish & Place bedding material in trench; Install 50 L.F. of 3-in. rigid metal galvanized conduit under Celilo-Wasco Spur Hwy., including cutting of and replacement of base and existing paving in kind; Salvage photo-electric relay, conduit, & wires from existing control panel & meter base pole and cut off pole at approximately 8 Ft. above ground level; Reinstall conduit to accomodate direct burial lines to service panel, meter, and photo-electric relay; Reinstall photo-electric relay on top of shortened pole &

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 868,842.50
Present estimate of project cost, including $ 3,750.00 for work under this order	$ 880,372.43
Expected over-run amount	$ 11,529.93
Expected over-run per cent	1.33%

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer — Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer — Approved Construction Engineer.

12-4-74

install a protective guard around relay to prevent vandalism and other than natural light activating relay; Provide temporary signing and cones for protection of traffic around work area. Flagmen to be included in this order.

Pacific power & Light Company will install transformer pad, transformer, and furnish and install electrical cables or wires, At no cost to the State.

Work to be in accord with 1970 Oregon Standard Specifications for Highway Construction as supplemented and/or modified by project Special Provisions. Conduit under highway will have to be installed in such a manner as to leave one lane of traffic open at all times.

7952 IN J

Form F-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Multnomah Falls - John Day River Date November 22, 1974

Highway Columbia River Highway Contract No. 7952

County Multnomah, Hood River, Wasco, & Sherman Prefix 626-1006

Contractor Robert & James Crick Company F. A. Project No. I-80N-0(2)31

Address P. O. Box 306, Spokane, Washington, 99211 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair damaged guardrail which becomes so between time State accepts runs of rail for maintenance and time project is completed and accepted.

Location by station numbers:

Throughout project, MP 31.59 to MP 113.9 (Old M.P.'s)

Estimate of quantities and cost:

State's Responsibility for Damages $3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Contractor to furnish all necessary materials, labor, and equipment to replace guardrail elements which become damaged between time State accepts rail runs for maintenance and time the project is completed and accepted, as directed by the Engineer. Work to be in accord with 1970 Oregon Standard Specifications for Highway Construction as supplemented and/or modified by contract Special Provisions. This was an extra anticipated item on the contract and funds were provided in the Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 868,842.50	
Present estimate of project cost, including $ 3,000.00 for work under this order	$ 881,073.43	
Expected ~~under-run~~ over-run amount	$ 12,230.93	
Expected ~~under-run~~ over-run per cent	1.4%	

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer

AD

7952

CON 5 #7952

October 28, 1974

Robert and James Crick Company
East 6200 Alki
P. O. Box 306 Parkwater Sta.
Spokane, WA 99211

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7952 for work on the Multnomah Falls-John Day River Section of the Columbia River Highway in Multnomah, Hood River, Wasco and Sherman Counties.

Careful consideration was given to the reason you submitted. In light of the available facts an extension of 36 days is granted because of anticipated delay in obtaining signing structure materials.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
Carl Williams

fr dpy

7952

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-0(2)31
Multnomah Falls-John Day River Section
Contract No. 7952
Request for Time Extension

DATE: October 22, 1974

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on reasons given in Mr. Coulter's letter of September 24, 1974, we concur in the 36-day extension of contract time.

G. K. Hammer
for G. L. Green

RECEIVED
STATE HWY ENG.
OCT 23 '74
REFER TO
Coulter
FOR

		RID	DIR			
					+	

cy ltr

RECEIVED
OCT 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

10-24-74
cy Keasey
Williams
Gallagher

L 7952

File: COM 5

September 24, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Multnomah Falls-John Day River
Contract No. 7952

Robert and James Crick Company has requested a 36-day extension of contract time because of anticipated delay in obtaining certain signing structure materials. The 250 calendar workdays allowed on this project will expire about October 14. The contractor expects to need eight weeks for sign installations after delivery of material this month.

The contractor has submitted copies of his purchase requisitions for sign posts and sign bridge and cantilever structures which were placed about the time the workday count on the contract started last October. These orders were placed with regional firms (Portland Wire & Iron Company and Coral Corporation), which are logical suppliers for this material. We note that this contract has theoretically been ahead of schedule this season; i.e., the percent of work completed compared to the percent of time elapsed was favorable until this month. All major items except signing are presently over 93 percent completed.

We have checked with one of the suppliers involved and confirmed that availability and delivery time of most steel items used in sign supports has been much worse this year. Painting has been substituted for galvanizing on this project, but steel components such as A-36 and A-441 steel and steel pipe must now come from domestic suppliers wherever it can be found. The

prime contractor is now on the project working on signing, and, if the sign structures are delivered soon, we expect the project to be completed well within the extension period requested here. There are several other price agreement changes on the project which, on closer analysis, probably would also justify some time extension.

We believe the 36 days requested is reasonable. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. M. Williams
V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7952

Salem, Oregon
September 20, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Multnomah Falls-John Day River
Contract No. 7952
Request for Time Extension

Robert and James Crick Company request a 36-day extension of this contract time because of anticipated delay in obtaining certain signing structure materials. The 250 calendar workdays allowed on this project will expire about October 14. The contractor expects to need 8 weeks for the sign installations after delivery of material this month.

The contractor has submitted copies of his purchase requisitions for his sign posts and sign bridge and cantilever structures which were placed about the time the workday count on the contract started last October. These orders were placed with regional firms (Portland Wire & Iron Company and Coral Corp.) which are logical suppliers for this material. I note that this contract has theoretically been ahead of schedule all this season, that is, the percent of work completed compared to the percent of time elapsed was favorable until just this month. All items except signing are over 93 percent completed at the present time. This pattern of good performance is also indicated by the Resident Engineer's comment concerning this request for time extension.

The prime contractor is now on the project working on signing and if the signs structures are delivered soon, we expect the project to be completed well within the extension period requested here. There are several other price agreement changes on the project which probably on closer analysis would justify some time extension. We believe the 36 days requested is reasonable and recommend approval.

This is an Interstate project. Rough draft letters to FHWA and to the contractor on the above basis are attached.

JAB:fr
Att.
cc: V. L. Gallagher

RECEIVED
SEP 23 1974
Office of
Assistant State Highway Engineer

P.S. I called Coral Corp. and confirmed the material delay problem. The sign structures they are making for this job are all fabricated now and will be painted probably next week. They say they have experienced up to 11 months delivery time on some steel.

E—220 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1974
J. S. SAWYER

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 28, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...250..... days to ..286..... days, within which to complete our Contract No. .....7952....., without the assessment of liquidated damages. The said contract is described as follows:

FAP #I-80N-0(2)31 Multnomah Falls-John Day River Section Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Our purchase order #1477 was issued to Portland Wire & Iron Co. on 10/17/73 for breakaway Sign Posts and Sign Bridge & Support Station 1186.70 for delivery 3/1/74. We have been advised that they cannot furnish this material to us prior to 9/23/74. Our purchase order #1234 dated 10/25/73 was issued to Coral Corporation, Gladstone, Oregon for fabrication of two cantilever sign structures—one at Station 1225+75 and one at Station 1229+90. This supplier has notified us that this material cannot be delivered before 9/16/74. This delay is completely beyond our control. We ordered the material timely and have continually pressured these suppliers to schedule their delivery in time to complete this project.

We request an extension of time until November 15, 1974, which would give us eight weeks from 9/23/74 to perform the required work after delivery of the material.

(copies of purchase orderes attached)

Respectfully submitted,

ROBERT & JAMES CRICK, CO.
Contractor

By James Crick, Jr., Secretary

CONSENT OF SURETY

Date August 28, 1974

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

(R. E. Page) Attorney-in-Fact
R. E. "EDDIE" PAGE, INC.

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7952 Contractor Robert & James Crick Company

Highway Columbia River

Section Multnomah Falls - John Day River

Kind of Work Grading, Paving, Signing, Guardrail, Concrete Barrier, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Supporting data indicates Contractor ordered necessary items at earliest possible date. Shortage of material for fabrication of sign structure items causing delay in completion of project is beyond control of the Contractor. The work has been pursued in a diligent manner in all phases where the Contractor has had direct control.

Recommended for Approval:

Robert H Anderson
Asst. Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7952
Project designation	I-80N-0(2)31 ~~Fed.~~-Federal
Date awarded	October 8, 1973
Work started	December 10, 1973
Per cent completed	82.4% Date 8-31-74
No. of Calendar Workdays Allowed	250
No. of Calendar Workdays Used	(8-31-74) 208½
No. of Added Calendar Workdays Requested	36

State Printing 27039

SPOKANE, WASH.

11 of One
Fultonwal Falls
John Day Lines

11/25/73

Coral Corp
Gladstone, Ore

QUANTITY	DESCRIPTION
	Cantilever sign structure
	[illegible]
1	[illegible]
	[illegible]

[illegible]
[illegible]

OVER

Ordered by D. Cook
Charge to [illegible] Title

REQUISITION No. 1234

OFFICE COPY

CONSTRUCTION CONTRACTORS
EAST 3606 AVE.
[illegible]
Phone [illegible]

SPOKANE, WASH.

11 of One
Fultonwal Falls
John Day Lines

Date 10/17/73

To Portland Wire & Iron Co.
Portland Ore

QUANTITY	DESCRIPTION
1 s.	Breakaway sign posts @ 42.00
1 s.	Single sign support @ 400
1 s.	Sign bridge 45 x 1186" @ 13.00

All material to meet State of Oregon Specs fob jobsite
Delivery March 1, 1974

OVER

Ordered by R Reed
Charge to 11/73 Title

REQUISITION No. 14

OFFICE COPY

658 C254

651 2195 McInary

8/22 - Promised when call on delivery date. State steel point over galvanizing

8/23 - Called him he promised to get on & get back to me with delivery date

Coral Corporation

F-1234

Lomax 234 9731

8/21/74 Promised to advise delivery today - State steel point other than galvanizing on Bridge & Support

8/23 Called back they will follow thru - should be ready for delivery by 9/9/74

Portland Wire & Iron

#1477

E—220 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1974
J. S. SAWYER

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 28, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 230 days to 286 days, within which to complete our Contract No. 3952, without the assessment of liquidated damages. The said contract is described as follows:

FAP #1-80N-0(2)31 Multnomah Falls-John Day River Section Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Our purchase order #1477 was issued to Portland Wire & Iron Co. on 10/17/73 for freeway Sign Posts and Sign Bridge & Support Station 1186.70 for delivery 3/1/74. We have been advised that they cannot furnish this material to us prior to 9/23/74. Our purchase order #1234 dated 10/23/73 was issued to Coral Corporation, Gladstone, Oregon for fabrication of two cantilever sign structures--one at Station 1225+75 and one at Station 1229+90. This supplier has notified us that this material cannot be delivered before 9/16/74. This delay is completely beyond our control. We ordered the material timely and have continually pressured these suppliers to schedule their delivery in time to complete this project.

We request an extension of time until November 15, 1974, which would give us eight weeks from 9/23/74 to perform the required work after delivery of the material.

(copies of purchase orders attached)

Respectfully submitted,

ROBERT & JAMES CRICK, CO.
Contractor

By James Crick, Jr., Secretary

CONSENT OF SURETY

Date August 28, 1974

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

(R. E. Page) Attorney-in-fact
R. E. "EDDIE" PAGE, INC.
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7922 Contractor Robert A James Crick Company

Highway Columbia River

Section Multnomah Falls - John Day River

Kind of Work Grading, Paving, Signing, Guardrail, Concrete Barrier, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Supporting data indicates Contractor ordered necessary items at earliest possible date. Shortage of material for fabrication of sign structure items causing delay in completion of project is beyond control of the Contractor. The work has been pursued in a diligent manner in all phases where the Contractor has had direct control.

Recommended for Approval:

Robert F. Landmann
Division Engineer

J. Lloyd Byrd
Construction Engineer or Bridge Engineer

H. S. Coulter
State Highway Engineer

State Printing 27920

Contract No.	7922
Project designation	I-082-4(2)51 (FAI-Federal)
Date awarded	October 8, 1973
Work started	December 10, 1973
Per cent completed	82.4% 8-31-74 (Date)
No. of Calendar Workdays Allowed	290
No. of Calendar Workdays Used	(8-31-74) 2[illegible]6
No. of Added Calendar Workdays Requested	36

65E C254

651 2195 McInary

9/12 - Promised when call on delivery date. State that paint over galvanizing

9/13 - Called him he promised to get on + get back to me with delivery date

Lomax 234 9731

Rack

9/10/74 Promised to advise delivery today - State other paint other than galvanizing on Bridge + Support.

9/23 Called back they will follow thru - should be ready for delivery by 9/9/74

Coral Corporation

Portland Wire + Iron

#1477

FW234

CONSTRUCTION INC

SPOKANE, WASH.

11 of One
Gulf Coast Rivers

12/25/73

Coral Corp
Gladstone, Ore

QUANTITY	DESCRIPTION
	Cantilever sign structure
	A- 225+75.44 @ 5830
1	Breakaway sign structure
	A- 225+75.44 @ 5830
	All material to meet
	State Specs for Jobsite

COVER

REQUISITION

Ordered by R Reid

Checked by _____ Title _____

OFFICE COPY

No 1234

CONSTRUCTION
CONTRACTORS
GULF COAST AREA

SPOKANE, WASH.

11 of One
Gulf Coast Rivers
John Day Rivers

Date 10/11/73

To Portland Wire & Iron Co.
Portland, Ore

QUANTITY	DESCRIPTION
l.s.	Breakaway sign posts @ 42,900 00
l.s.	Single sign support @ 400 00
l.s.	Sign bridge sta 1186 70 @ 13,900 00
	All material to meet State of Oregon Specs fob Jobsite Delivery March 1, 1974

COVER

REQUISITION

Ordered by R Reid

Checked by 11/73 Title _____

OFFICE COPY

No _____

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
AUG 28 1974
J. S. SAWYER

Oregon State Highway Commission
Salem, Oregon

Date August 28, ..., 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..250..... days to ..286..... days, within which to complete our Contract No. .....7932....., without the assessment of liquidated damages. The said contract is described as follows:

FAP #1-205-0(2)31 Multnomah Falls-John Day River Section Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Our purchase order #1477 was issued to Portland Wire & Iron Co. on 10/17/73 for breakaway Sign Posts and Sign Bridge & Support Station 1186.70 for delivery 3/1/74. We have been advised that they cannot furnish this material to us prior to 9/23/74. Our purchase order #1234 dated 10/23/73 was issued to Coral Corporation, Gladstone, Oregon for fabrication of two cantilever sign structures—one at Station 1225+75 and one at Station 1229+90. This supplier has notified us that this material cannot be delivered before 9/16/74. This delay is completely beyond our control. We ordered the material timely and have continually pressured these suppliers to schedule their delivery in time to complete this project.

We request an extension of time until November 15, 1974, which would give us eight weeks from 9/23/74 to perform the required work after delivery of the material.

(copies of purchase orders attached)

Respectfully submitted,

ROBERT & JAMES CRICK, CO.
Contractor

By James Crick Jr.
James Crick, Jr., Secretary

CONSENT OF SURETY

Date August 28, 1974

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. E. Page
(R. E. Page) Attorney-in-fact
R. E. "EDDIE" PAGE, INC.
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7958 Contractor Robert A James Crick Company

Highway Columbia River

Section Baltimore Falls - John Day River

Kind of Work Grading, Paving, Signing, Guardrail, Concrete Barrier, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED.** The reasons for such recommendation are as follows:

Supporting data indicates Contractor ordered necessary items at earliest possible date. Shortage of material for fabrication of sign structure items causing delay in completion of project is beyond control of the Contractor. The work has been pursued in a diligent manner in all phases where the Contractor has had direct control.

Recommended for Approval:

Robert A Sandgrund
Division Engineer

Construction Engineer or Bridge Engineer

H S Coulter
State Highway Engineer

Contract No.	7958
Project designation	I-005-6(2)51 Federal
Date awarded	October 8, 1973
Work started	December 10, 1973
Per cent completed	82.4% 8-31-74
No. of Workdays Allowed	Calendar 250 Date
No. of Workdays Used	Calendar (8-31-74) 200%
No. of Added Workdays Requested	Calendar 36

State Printing 27920

650 C254

651 2195 McInary

8/22 – Promised when call on delivery date. State steel point over galvanizing

8/23 – Called him he promised to get on & get back to us with delivery date

Lomax 234 9721

9/10/74 Promised to advise delivery today. State steel point other than galvanizing on Bridge & Support.

9/23 Called back they will follow them - should be ready for delivery by 9/9/74

Coral Corporation

Portland Wire & Iron

#1477

E1234

CONSTRUCTION INC

SPOKANE, WASH.

Dept of Ore
Multnomah Falls
John Day River

Date 10/25/73

To Coral Corp
Gladstone, Ore

QUANTITY	DESCRIPTION
1	Cantilever sign structure Sta 225+76.64 @ $5,920.00
1	Cantilever sign structure Sta 237+81.41 @ $5,920.00
	All material to meet State Specs fob jobsite

OVER

Ordered by R Cook

Checked by _____ Title _____

OFFICE COPY

REQUISITION

No 1234

SPOKANE, WASH.

Dept of Ore
Multnomah Falls
John Day River

Date 10/17/73

To Portland Wire & Iron Co
Portland, Ore

QUANTITY	DESCRIPTION
L.S.	Breakaway sign posts @ 42,400.00
L.S.	Single sign support @ 400.00
L.S.	Sign bridge sta 1186.70 @ 13,900.00
	All material to meet State of Oregon Specs fob jobsite Delivery March 1, 1974

OVER

Ordered by R Cook

Checked by 10/22 Title _____

OFFICE COPY

REQUISITION

No

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
AUG 28 1974
J. S. SAWYER

Oregon State Highway Commission
Salem, Oregon

Date August 28, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 286 days, within which to complete our Contract No. 7952, without the assessment of liquidated damages. The said contract is described as follows:

FAP #I-80N-0(2)31 Multnomah Falls-John Day River Section Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Our purchase order #1477 was issued to Portland Wire & Iron Co. on 10/17/73 for breakaway Sign Posts and Sign Bridge & Support Station 1186.70 for delivery 3/1/74. We have been advised that they cannot furnish this material to us prior to 9/23/74. Our purchase order #1234 dated 10/25/73 was issued to Coral Corporation, Gladstone, Oregon for fabrication of two cantilever sign structures—one at Station 1225+75 and one at Station 1229+90. This supplier has notified us that this material cannot be delivered before 9/16/74. This delay is completely beyond our control. We ordered the material timely and have continually pressured these suppliers to schedule their delivery in time to complete this project.

We request an extension of time until November 15, 1974, which would give us eight weeks from 9/23/74 to perform the required work after delivery of the material.

(copies of purchase orders attached)

Respectfully submitted,

ROBERT & JAMES CRICK, CO.
Contractor

By James Crick, Jr., Secretary

CONSENT OF SURETY

Date August 28, 19 74

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

(R. E. Page) Attorney-in-fact
R. E. "EDDIE" PAGE, INC.
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7952 Contractor Robert & James Crick Company

Highway Columbia River

Section Multnomah Falls - John Day River

Kind of Work Grading, Paving, Signing, Guardrail, Concrete Barrier, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Supporting data indicates Contractor ordered necessary items at earliest possible date. Shortage of material for fabrication of sign structure items causing delay in completion of project is beyond control of the Contractor. The work has been pursued in a diligent manner in all phases where the Contractor has had direct control.

Recommended for Approval:

ORIGINAL APPROVED BY ROBERT A. HENDRICKS

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27939

Contract No.	7952
Project designation	I-80N-0(2)31 State-Federal
Date awarded	October 9, 1973
Work started	December 10, 1973
Per cent completed	82.4% Date 8-31-74
No. of Calendar Workdays Allowed	250
No. of Calendar Workdays Used	(8-31-74) 206
No. of Added Calendar Workdays Requested	36

SPOKANE, WASH.

All of Ore
Multnomah Falls
John Day Lines

10/25/73

Coast Corp
Gladstone, Ore

QUANTITY	DESCRIPTION
	Cantilever sign structures
	2 @ 25'-7½" @ $500
1	[illegible]
	[illegible]
	All material to meet [illegible]
	[illegible]

OVER

Ordered by R. Cook

Charge to [illegible] Title

REQUISITION No. 1234

OFFICE COPY

CONSTRUCTION
CONTRACTORS
EAST 8220 ...
[illegible]
Spokane, Wash. 99211
Phone [illegible]

SPOKANE, WASH.

All of Ore
Multnomah Falls
John Day Lines

Date 10/17/73

To Portland Wire & Iron Co.
Portland Ore

QUANTITY	DESCRIPTION
1 s.	Breakaway sign posts @ 42.00
L.S.	Single sign support @ 400 =
L.S	Sign bridge 1 @ 1186.70 @ 13.00
	All material to meet State of Oregon Specs Job Jobsite Delivery March 1, 1974

OVER

Ordered by R. Cook

Charge to 11/73 Title

REQUISITION No. [illegible]

OFFICE COPY

655 C257

651 2195 McElroy

8/22 - Promised when call on delivery date. State steel point over galvanizing

8/23 - Called him he promised to get on & get back to me with delivery date

Coral Corporation

F1234

Lomax 234 9731

Bridge

8/20/74 Promised to advise delivery today - State steel point other than galvanizing on Bridge & Support

8/23 Called back they will follow them - should be ready for delivery by 9/9/74

Portland Wire & Iron

#1477

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1974
J. S. SAWYER

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 28, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...250..... days to ..286..... days, within which to complete our Contract No. ....7952....., without the assessment of liquidated damages. The said contract is described as follows:

FAP #I-80N-0(2)31 Multnomah Falls-John Day River Section Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Our purchase order #1477 was issued to Portland Wire & Iron Co. on 10/17/73 for breakaway Sign Posts and Sign Bridge & Support Station 1186.70 for delivery 3/1/74. We have been advised that they cannot furnish this material to us prior to 9/23/74. Our purchase order #1234 dated 10/25/73 was issued to Coral Corporation, Gladstone, Oregon for fabrication of two cantilever sign structures--one at Station 1225+75 and one at Station 1229+90. This supplier has notified us that this material cannot be delivered before 9/16/74. This delay is completely beyond our control. We ordered the material timely and have continually pressured these suppliers to schedule their delivery in time to complete this project.

We request an extension of time until November 15, 1974, which would give us eight weeks from 9/23/74 to perform the required work after delivery of the material.

(copies of purchase orderes attached)

Respectfully submitted,

ROBERT & JAMES CRICK, CO.
Contractor

By James Crick
James Crick, Jr., Secretary

CONSENT OF SURETY

Date August 28, 19 74

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. E. Page
(R. E. Page) Attorney-in-fact
R. E. "EDDIE" PAGE, INC.
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7952 Contractor Robert & James Crick Company

Highway Columbia River

Section Multnomah Falls - John Day River

Kind of Work Grading, Paving, Signing, Guardrail, Concrete Barrier, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED**. The reasons for such recommendation are as follows:

Supporting data indicates Contractor ordered necessary items at earliest possible date. Shortage of material for fabrication of sign structure items causing delay in completion of project is beyond control of the Contractor. The work has been pursued in a diligent manner in all phases where the Contractor has had direct control.

Recommended for Approval:

ORIGINAL APPROVED BY ROBERT S. GRINDMANN

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~State~~ Highway Engineer

Contract No.	7952
Project designation	I-80E-0(2)31 ~~Fed.~~ Federal
Date awarded	October 8, 1973
Work started	December 10, 1973
Per cent completed	82.4% 8-31-74 Date
No. of ~~Calendar~~ Workdays Allowed	250
No. of ~~Calendar~~ Workdays Used	(8-31-74) 208½
No. of Added ~~Calendar~~ Workdays Requested	36

State Printing 27929

CONSTRUCTION
CONTRACTOR'S COPY
DAILY DIARY AND ORDER

STATE OF OREGON
SPOKANE, WASH.

Ad of Ore
Fultonwell Falls
John Day Lines

10/25/73

Coral Corp
Gladstone, Ore

QUANTITY	DESCRIPTION
1	Cantilever sign structure Sta 225+75.44 @ $500.00
1	Cantilever sign structure Sta 227+[illegible] @ $500.00
	All material to meet State of Ore Spec for Jobsite

Cover

Ordered by R. Reed

Charge to [illegible] This

No 1234

OFFICE COPY

CONSTRUCTION
CONTRACTOR'S COPY
DAILY DIARY AND ORDER

STATE OF OREGON
SPOKANE, WASH.

Ad of Ore
Fultonwell Falls
John Day Lines

Date 10/17/73

To Portland Wire & Iron Co
Portland, Ore

QUANTITY	DESCRIPTION
1 s.	Breakaway sign posts @ 42.00 =
1 s.	Single sign support @ 400 =
1 s	Sign bridge sta 1186 @ 13.20 =
	All material to meet State of Oregon Specs for Jobsite Delivery March 1, 1974

Cover

Ordered by R. Reed

Charge to 11/73 This

No

OFFICE COPY

650 C25

651 2195 McInary

8/22 - Promised when call on delivery date. State steel paint over galvanizing

( ) - Called him he promised to get on & get back to us with delivery date

Lomak 234 9731

8/20/74 Promised to advise delivery today - State steel paint other than galvanizing on Bridge & Support

8/23 Called back they will follow them - should be ready for delivery by 9/9/74

Coral Corporation

F1234

Portland Wire & Iron

#1477

7952

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

June 25, 1974

Robert & James Crick Co.
P. O. Box 306
Park Water Station
Spokane, WA 99211

Attn: Robert Crick
EEO Officer

Re: Multnomah Falls - John Day River
Columbia River Highway
F. A. Proj. No. I-80N-0(2)31
Contract No. 7952
Portland Area Affirmative Action Plan

Gentlemen:

Your subcontractor, Christenson Electric, Inc., was requested to provide documentation of efforts made to employ minorities. My letter of May 17, 1974 requested this information, as new hires were added to his work force during the April reporting period. Again during the May reporting period, Christenson Electric has increased their work force without meeting the Portland Plan percentage goals. Anytime a new hire is made to replace or to increase existing personnel, the work force is no longer static.

The letter dated May 21, 1974 from Christenson Electric did not furnish the information requested and would indicate that your subcontractor does not understand the requirements of this plan. As indicated in the contract Special Provisions, each contractor individually must meet the plan goals or show evidence of his good faith efforts to do so. The fact that the contractor has a collective bargaining agreement with a union does not relieve him of this responsibility. The subcontractor certification that was signed by Christenson Electric certifies that they will abide by the requirements of this plan.

I would refer your subcontractor, Christenson Electric, to the Portland Area Affirmative Action Plan Supplemental Required Provisions, which is a part of their subcontract. Upon review of these special provisions, it should be noted that efforts to hire minorities is an ongoing program. Continuing efforts must be made as new hires are brought on the project.

RECEIVED
JUN 26 1974
Office of
Assistant State Highway Engineer

NO.
H.S.C.C.

Please submit to us copies of the current good faith efforts to hire minorities that have been taken by your subcontractor, Christenson Electric.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:mk

bc: H. S. Coulter
Gene Huntley
Carl Williams
J. S. Sawyer

7952

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

May 30, 1974

Robert & James Crick Company
P. O. Box 306
Park Water Station
Spokane, WA 99211

Re: Multnomah Falls-John Day River
Columbia River Highway
F.A.Proj. No. I-80N-0(2) 31
Contract No. 7952

Attention: Robert Crick
EEO Officer

Gentlemen:

This is to notify you that as a result of the findings of the Compliance Review held in The Dalles at Mr. Sawyer's office on April 16, 1974, your company has been found in compliance with the EEO Requirements of this contract.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:mk

bc: H. S. Coulter w/attach.
Gene Huntley "
Glen L. Green " (3)
Carl Williams
J. S. Sawyer

RECEIVED
MAY 30 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form E-123

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE
Oregon

2. [X] CONSTRUCTION [ ] NON-CONSTRUCTION

3. [ ] DIRECT FEDERAL [X] FEDERALLY ASSISTED

4. REVIEW REPORT NUMBER

5. REVIEW AUTHORITY
[X] EXECUTIVE ORDER 11246 AS AMENDED [ ] SEC. 22(a) FED. HWY. ACT. 1968 [X] CIVIL RIGHTS ACT 1964 AS AMENDED [ ] OTHER *(Specify)*

6. [ ] *PRE-AWARD REVIEW *(Not applicable to Federal-Aid Highway Projects)* [X] POST-AWARD REVIEW [ ] FOLLOW-UP REVIEW

7. [X] ON-SITE [ ] HOME OFFICE

8. CONTRACT OR PROJECT NO.	9. CONTRACT VALUE	10.	11.	12. DATES OF REVIEW
I-80N-0(2) 31	753,650	[X] COMPREHENSIVE REVIEW	[ ] SPECIAL REVIEW	4-16-74

13. CONTRACTOR IDENTIFICATION *(Identify if Minority Enterprise)*
[X] PRIME [ ] SUB [ ] VENDOR [ ] SUPPLIER [ ] OTHER *(Specify)*

14a. NAME AND ADDRESS OF CONTRACTOR
Robert & James Crick Co.
P.O. Box 306
Park Water Station
Spokane, WA 99211

15. NAME AND TITLE OF POLICY OFFICER
Robert H.Crick,Sr.-Owner

17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
Robert H. Crick, Sr.

14b. PROJECT ADDRESS IF DIFFERENT
Hood River, Oregon

16. NAME AND TITLE OF PROJECT OFFICER
Robert H.Crick,Sr.-Owner

18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?
SEE ITEM 30H [X] YES [ ] NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE	BEGINNING DATE	ESTIMATED COMPLETION DATE	ANTICIPATED PEAK EMPLOYMENT DATES
	12-10-73	9-74	6-74

20. DETERMINATION OF COMPLIANCE STATUS: [X] IN-COMPLIANCE [ ] IN-NON-COMPLIANCE [X] SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. *(Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)*
See Attached

Jarl Construction & B & D Paving (JV)	18 Employees	2 Minorities	11 %
W. C. Moe & Sons	5 Employees	1 Minority	20 %

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

A: UNION TITLE OR IDENTIFICATION	B: UNION LOCAL NUMBER	C: DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS		D: DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS?		E: DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS?	
		YES	NO	YES	NO	YES	NO
Operating Engineers	701	X			X	X	
Laborers	1129	X			X	X	
Teamsters	83	X			X	X	

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
None	

24. ON-SITE CONSTRUCTION EMPLOYMENT DATA

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPRENTICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)																
2	SUPERVISORS	1															
3	FOREMEN	1															
4	CLERICAL																
5	EQUIPMENT OPERATORS	2															
6	MECHANICS																
7	TRUCK DRIVERS																
8	IRONWORKERS																
9	CARPENTERS																
10	CEMENT MASONS																
11	ELECTRICIANS																
12	PIPEFITTERS, PLUMBERS																
13	PAINTERS																
14	LABORERS, SEMI-SKILLED	5		1		1											
15	LABORERS, UNSKILLED																
16																	
17																	
18																	
19																	
20																	
21	TOTAL	9		1		1											
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)																

TABLE B

23	APPRENTICES																
24	ON THE JOB TRAINEES																

25. SUMMARIZE NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES

1 Laborer - Minority

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA For the week ending April 13, 1974, the contractor had a total work force of 9. One or 11% were minorities. Two sub-contractors were active during this period. Jarl Construction & B & D Paving (J.V.) had a work force of 18 employees. Two or 11 % were minorities. W.C. Moe & Sons, Inc. had a work force of 5 employees, one or 20 % were minorities. This would make 12.5 % minorities on this project.

Both of the On-The-Job trainees, to be furnished in accordance with 7-2(2) training requirements, have been employed. One trainee has completed 1000 hours of training. Part of this training was on other projects.

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued). IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

28. HOME OFFICE EMPLOYMENT DATA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS											
2	PROFESSIONALS											
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL											
6												
7												
8												
9	Sub-total (White-collar)											
10	CRAFTSMEN *(Skilled)*											
11	OPERATIVES *(Semi-skilled)*											
12	LABORERS *(Unskilled)*											
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)											
17	**TOTAL**											
18	Total employment from previous report (if any)											
	THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)											
19	ON-THE-JOB TRAINEES — WHITE COLLAR											
20	ON-THE-JOB TRAINEES — PRODUCTION											

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA

30. SUMMARY, FINDINGS, CONCLUSIONS, RECOMMENDATIONS, AND AGREEMENTS

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICUOUSLY DISPLAYED?
X		B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON-SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON-SEGREGATED BASIS?
X		G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC., BEEN SUBMITTED?
X		H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
X		J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

The contract for this project contained the Portland Area Affirmative Action Special Provisions The contractor certified his compliance with Part 1 and Part 2 of this plan.

The contractor has been aggressive in implementing their EEO Policy. This policy has been effectively disseminated to all employees and supervisory personnel employees have referred minorities for employment, one of which is presently working on this project. To a large extent, the contractor's work force has remained static. Where plan goals were not achieved, good faith efforts to hire minorities have been taken.

This project was a safety project consisting of short sections of guard rail and widening and covering an area of approximately 82 miles in length. Only 11 miles of this project was physically located in the Portland Hometown Plan Area.

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

The contractor is considered to be in compliance with the EEO Requirements of this contract. Surveillance of minority manpower will continue.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	
34. CONDUCTED BY	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE		
	☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE		

OSHD J. L. Widmer J. L. Widmer

#21

APEX CONSTRUCTION INC.

CONTRACTORS

P. O. BOX 306 PARKWATER STATION SPOKANE, WN. 99211 (509) 534-2609

ROBERT & JAMES CRICK CO.

1. Our Labor Agreements are with: Laborers Union - 1129
   Operating Engineers - 701
   Teamsters - 83

2.

3. Subcontractors: Christenson Electric, Inc.
   11 N. E. Sumner Street
   Portland, Oregon 97208 $125,475.00

   Jarl Construction, Inc. & B & D Paving, Inc. J/V
   Hood River, Oregon 97031 $119,646.50

   C. B. Olson Construction Co.
   Hillsboro
   Oregon 97123 $112,819.00

   Sub-Sub Contractor: Under Christenson Electric, Inc.:
   W. G. Moe & Sons, Inc.
   7916 S.E. Division
   Portland, Oregon $ 34,500.00

4. Utility Vault Company
   P. O. Box 323
   Wilsonville, Oregon 97070

   Coral Corporation
   P. O. Box 258
   Gladstone, Oregon 97027

   J. H. Baxter Treating Plant: The Dalles, Oregon
   1700 South El Camino Real
   San Mateo, Calif. 94002

   Syro Steel Company
   P. O. Box 835
   Centerville, Utah 84014

   Portland Iron & Wire Works
   4644 S. E. 17th Avenue
   Portland, Oregon 97202

7952

OREGON STATE HIGHWAY DIVISION

Robert & James Crick Company
P. O. Box 306
Park Water Station
Spokane, WA 99211

May 17, 1974

Re: Multnomah Falls-John Day River
Columbia River Highway
F.A. Proj. No. I-80N-0(2) 31
Contract No. 7952
Portland Area Affirmative Action Plan

Attention: Robert Crick
EEO Officer

Gentlemen:

Your subcontractor, Christenson Electric, Inc., is not meeting the requirements of the Portland Area Affirmative Action Plan. The plan requires that 3.5 to 4.5 percent of the man-hours worked in each craft be performed by minorities.

As required by the contract, good faith effort documentation should be submitted with each monthly report (Optional Form 66) any time the plan percentages are not met, and the work force is not static. Christenson Electric indicates one new hire in the electrician craft for the month of April, 1974.

Please submit to us copies of the good faith efforts that have been taken by your subcontractor, Christenson Electric.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

NOTED
H.S. COULTER

RECEIVED
MAY 17 1974
Office of
Assistant State Highway Engineer

JLW:mk

bc: H. S. Coulter
Gene Huntley
Carl Williams
J. S. Sawyer

B-123

7952 ~ ~ 8

May 10, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-0(2)31

SUBJECT Request Change Order Approval

Contract 7952, State Force Order No. 1

Project Multnomah Falls-John Day River

Highway Columbia River

Counties Multnomah, Hood River, Wasco & Sherman

The order covers Union Pacific Railroad protective costs while the contractor is working on the railroad right-of-way at Biggs Interchange. This work was apparently overlooked when the contract and specifications were prepared.

The estimated total cost of the work to be done under this order is $200 with Federal participation of $180. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 7, 1974.

Your approval as of May 7, 1974 is requested.

Attach.

JK:js

7952

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert & James Crick Company
P. O. Box 206
Park Water Station
Spokane, WA 99211

April 1, 1974

Attention: Robert Crick
EEO Officer

Re: Multnomah Falls-John Day River
Columbia River Highway
F.A. Proj. No. I-80N-0(2)31
Contract No. 7952
EEO Compliance Review

Gentlemen:

To confirm my March 29, 1974, telephone conversation with your Mosier office, an equal employment opportunity compliance review of your Organization will be held on April 16, 1974. This review will be held at 1:30 p.m. in Mr. J. S. Sawyer's office on Seufert Park Road, The Dalles, Oregon, and will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will be invited to attend this review.

You and other company officials who contribute to the company's equal employment opportunity policy are expected to attend. Personnel in your organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of all subcontractors will not be required to attend--only those currently working on the project, if any. Current employment statistics for each subcontractor should be available, however.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.

2. All documentation of your contacts with labor organizations or other employment sources, particularly regarding obtaining minority employees.

3. List of all subcontractors and sub-subcontractors with subcontracts in excess of $10,000 and showing contract amount.

4. List of all material suppliers furnishing materials in excess of $10,000, including those of subcontractors.

NOTED
H.S.COULTER

5. Employment statistics for a current workweek. In order to coordinate this data with that of your subcontractors, it is recommended that the employment for the workweek ending April 13, 1974, be shown. These are to be broken down to indicate:

   (a) Employment for this project only.

   (b) Total employment of your firm (Home office employment) on all work, both Federal-aid and non-Federal-aid for this workweek.

   Racial identification of each employee must be shown.

6. A list of all employees hired since award of this contract showing:

   (a) Employees name,

   (b) Racial identification,

   (c) Job classification and craft,

   (d) Wage rate paid,

   (e) Date hired.

   This project contains the "Portland Hometown Plan" Special Provisions and this will be the first compliance review to be held on this project. It will therefore be necessary to determine which of the "new hires" indicated on the monthly Optional Form 66 reports were in fact "new hires" and which were "permanent" employees transferred from other projects to work on this project.

7. A list of all construction work (both Federal and non-Federal) in which you are a part in any capacity in Clackamas, Multnomah and Washington Counties, Oregon.

   For your information, we are attaching copies of the following:

   1. Interim Construction Contract Equal Opportunity Compliance Procedures, I.M. 40-2-72.

   2. Compliance Data Report, Form FHWA-86.

It is anticipated that it will require two to three hours to review your records and review your compliance with all phases of the EEO contract requirements. This will be followed by an inspection of the project and employee interviews.

If you have any questions, please feel free to contact us.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachments

bc: H. S. Coulter
Gene Huntley
Glen L. Green
Carl Williams
J. S. Sawyer

RECEIVED
APR 1 1974
Office of
Assistant State Highway Engineer

7952 1-21-74

(REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

cst

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
	1	Sherman, Multnomah, Hood River, Wasco	Oregon

Date of Inspection	Inspection Made By	Project No.
In Company With 1-21-74	D. B. Carter, Area Engineer	I-80N-0(2)31

Location: Joe S. Sawyer, Resident Engineer, OSHD

COPY SENT

The project is located on the Columbia River Highway (I-80N) and extends from Multnomah Falls to the John Day River.

MAR 26 1974

Contractor Name and Address: Robert & James Crick, Co., Spokane WA 99211

REGIONAL OFFICE

Awarded	Contract Amount	Time Allowed	Time Started	Work Started
Qualified 10-8-73	$753,650 Work	250 cal. days	Worked 10-20-73	12-10-73
Satisfactory	Satisfactory	17 %	1%	

Roadbed (Width) NA (Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Misc. Safety Work	Y007 Y002 Y101 Y030	NA	NA	NA	NA

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
None		

RECEIVED
STATE HWY ENGR
MAR 27 '74
REFER TO
FOR
Info | Insps | R/D | D/R | Sign | Act | File

2-27-74 cy C. to H.S.

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

NOTED H.S. COULTER

MULTNOMAH FALLS - JOHN DAY RIVER SECTION
COLUMBIA RIVER HIGHWAY
Miscellaneous Safety Improvements

1. Introduction

This project provides for certain safety improvements along the Columbia River Highway (I-80N). The work consists of: 1. Construction of embankment widening, earth mounds and topsoil; 2. Construction of aggregate base and asphalt concrete pavement; and 3. Construction of metal guardrail and concrete shoulder barrier. Also included is the partial illumination of the Biggs Interchange.

A preconstruction conference for the project was held on October 31, 1973 at the State Highway office located in The Dalles, Oregon. .

2. Work Completed

The contractor is moving equipment onto the project and has begun work.

(more)

3. Work in Progress

The contractor was removing guardrail and installing barricade at the Biggs Interchange.

A subcontractor, Jack Construction, was placing base aggregate for guardrail flairs in the vicinity of MP 108.

4. Remarks

The progress of the work has been listed as satisfactory as it appears the project can be completed on schedule.

7952

OREGON STATE HIGHWAY DIVISION

Robert & James Crick Company
P. O. Box 306
Park Water Station
Spokane, WA 99211

January 15, 1974

Attention: Robert Crick
EEO Officer

Re: Multnomah Falls-John Day River
Columbia River Highway
F.A. Project No. I-80N-0(2)31
Contract No. 7952
On-The-Job Training

Gentlemen:

This is to notify you of the approval of the equipment operator training program that you submitted on December 27, 1973.

The State will participate in your training costs for the operator trainee as specified in the contract.

You are reminded that a copy of the approved training program should be furnished to the trainee.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: Ron Anderson w/attach
George Rankins "
UMW "
CISCO "

RECEIVED
JAN 15 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

bc: H. S. Coulter ✓
Gene Huntley
R. C. Pool
J. S. Sawyer

6-123

7952

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project I-80N-0(2)31
Multnomah Falls-John Day River Section
Contract No. 7952
SUBJECT: On-the-Job Training

DATE: January 7, 1974

In reply refer to: 10-41-AA/961

FROM : G. L. Green, Division Engineer

NOTED
R.E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your January 4, 1974 letter submitted training for one trainee on this project. The proposed training program for the Equipment Operator meets the requirements of the training special provisions under FHWA Order Interim 7-2(2) and is approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
JAN 9 '74
REFER TO
FOR
Info | Engrg | R/D | Dir | Oper | Lit | File

1/10/74

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer

1-9-74
by Coleman

cc. L Hyams

NOTED
H.S.COULTER

7952

OREGON STATE HIGHWAY DIVISION

Robert and James Crick Co.
P. O. Box 506
Parkwater Station
Spokane, WA 99211

December 12, 1973

Re: Multnomah Falls-John Day River
Columbia River Highway
F.A. Proj. No. I-80N-0(2)31
Contract No. 7952
On-The-Job Training

Attention: Robert Crick
EEO Officer

Gentlemen:

This is to notify you of the approval of the laborer training program that you submitted on November 7, 1973.

The training program for the equipment operator that is required by this contract has not been received. Please submit this training program immediately.

The State will participate in your training costs for the laborer trainee as specified in the contract.

You are reminded that an approved copy of the training program should be furnished to the trainee.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting:

[illegible] D
[illegible] 14 1973
of
[illegible] Highway Engineer

NOTED
H. L. COULTER

E-123

Associated General Contractors
1008 N.E. Multnomah Street
Portland, OR 97232 Telephone 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Avenue, Room 208
Portland, OR 97211 Telephone 282-4579
George Rankins, Field Representative

This service is available to all contractors and not limited to members of A.G.C. only.

Additional sources for providing statewide recruitment for minority employees are:

United Minority Workers
106 N.E. Morris
Portland, OR 97212 Telephone 288-0168
Nathan Proby

CISCO
Chicano Indian Study Center of Oregon
P. O. Box 92
Monmouth, OR 97361 Telephone 745-5561
Santiago Montoya, Co-Director, Chicano Affairs
Patrick Melendy, Co-Director, Indian Affairs

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

cc: Ron Anderson w/attach.
George Rankins "
UMW "
CISCO "

bc: H. S. Coulter
Gene Huntley
J. F. Putnam - J. S. Sawyer

Form FHWA 121 (Rev. 5-73) 7952

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project I-80N-0(2)31
Multnomah Falls-John Day River
Contract No. 7952
SUBJECT: On-the-Job Training

DATE: November 26, 1973

In reply refer to: 10-35-A/961

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your November 20, 1973 letter submitted training for one trainee on this project. The proposed training program for the Laborer meets the requirements of the training special provisions under FHWA Order Interim 7-2(2) and is approved.

The Operating Engineer program will be reviewed upon submission.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
DEC 4 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 3 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

12-4-73
GLG

NOTED
H. S. COULTER

7952

OREGON STATE HIGHWAY DIVISION

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

November 20, 1973

Re: Multnomah Falls-John Day River
Columbia River Highway
F.A. Proj. No. I-80N-0(2)31
Contract No. 7952
On-The-Job Training

Dear Mr. Green:

Attached for your review is one copy of Robert and James Crick Company's proposed training program.

The proposed training for the laborer is as detailed. The operator training program will be submitted for your approval upon receipt.

Your approval of this training program is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

Attachment

bc: H. S. Coulter
Gene Huntley

NOTED
H.S. COULTER

7952

November 5, 1973

Robert and James Grich Company
P. O. Box 306
Perkmaster Station
Spokane, Washington 99211

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 7952 for work on the Multnomah Falls-John Day River Section of the Columbia River Highway in Multnomah, Hood River, Wasco and Sherman Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

cc United States Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
J. F. Putnam
J. S. Sawyer

7952

OREGON STATE HIGHWAY DIVISION

Robert & James Crick Company
P.O. Box 306
Parkwater Sta.
Spokane, WA 99211

November 1, 1973

Attention: Robert Crick
EEO Officer

Re: Multnomah Falls-John Day River
Columbia River Highway
F.A. Project No. I-80N-0(2)31
Contract No. 7952
On-The-Job Training

Gentlemen:

This is to confirm my verbal approval of the crafts you have selected for training on this project. This approval will permit you to start work on this project.

At the preconstruction meeting yesterday, October 31, 1973, you stated that you would provide training for one Laborer and one Equipment Operator. A detailed training program will be required for each craft showing the number of hours in each phase of training you propose to furnish.

Please submit these training programs within 30 days.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:fr

bc: H. S. Coulter
J. F. Putnam
J. S. Sawyer

RECEIVED
NOV 2 1973
Office of
Assistant State Highway Engineer

H.S. COULTER

E-123

7952

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 26, 1973

TO J. F. Putnam, Region 4 Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Signs
Multnomah Falls-John Day River
I-80N

Dave Carter, Area Engineer with the FHWA, called this office on October 24, 1973, concerning the sign panels on this project. There apparently is a question whether they will participate in the replacement of all the signs on this project. He did indicate they would consider any reasonable alternate cost sharing proposal on the signs in question.

After conferring with E. S. Hunter we will replace only those signs that the FHWA would fund. Reasonable alternates would be considered if adequate justification is provided. Attached is a list of signs that were questioned by Mr. Carter in our discussion. The FHWA is a partner with the State in this contract and are willing to help pay any reasonable claims by the contractor arising out of the deletion of the contract work.

JHV:jh
cc: E. S. Hunter
C. G. Swenson
C. T. Keasey

NOTED
E. S. HUNTER

RECEIVED
OCT 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6 × 15	12	90
4 × 9	13	36
14.5 × 5	36	72.5
19 × 11,5	37	218.5
4 × 9	38	36.
7.5 × 3	43	22.5
19 × 8.5	44	161.5
4 × 9	45	36
11 × 14.5	46	159.5
18 × 11	47	198
16 × 11	48	176
9 × 16	51	144
9 × 21.5	52	193.5
10.5 × 9	54	94.5
7 × 6	60	42

1680.5
570
2250

Ext.	Warren Ave.		30
Ext.	Fairview Ln.		30
Ext.	Kenwood Ln.		30
Ext.	Eagle Nest		30
Ext.	Vernon, N. Ln.		30
Ext.	Wyeth		30
Ext.	Wyeth		30
Ext.	Shardelon Crest		30
Ext.	Diablo Park		30
Ext.	Diablo Park		50
Lam.	Rubber Tail		
Lam.	West Fork River		
Ext.	West Fork River		30
Lam.	2nd Street		
Lam.	East Hood River		
Ext.	Meijer		30.
Lam.	Meijer		
Ext.	Shawnee Park		30
Ext.	West The Lakes		30.
Ext.	West 2nd Street		30.
Ext.	Brewery Grade		30
Ext.	Brewery Grade		30.
Ext.	The Lake Bridge		30
Ext.	The Lake Bridge		30.
Ext.	Calif.	requires longer sign (7'-6")	
Ext.	Nebr.	requires longer sign (7'-6"	
			570

Delete 570 sq ft. of type A signs =

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project I-80N-0(2)31
Multnomah Falls-John Day River Section
Columbia River Highway

SUBJECT: Revisions to Permanent Signs

DATE: October 25, 1973

In reply refer to: 10-35-B4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In regard to the permanent sign installations being presently revised for safety purposes as a part of the above project as per our discussions with Mr. Versteeg, we request you consider reusing the existing signboards wherever feasible.

Listed below are locations where it may be possible to use the existing signs:

1. All gore point exit signs of proper size being capable of adequate support with breakaway posts and having sufficient space for the exit numbers.

2. Sign numbers 12, 13, 36, 37, 38, 43, 44, 45, 46, 47, 48, 51, 52, 54, 56, and 60.

for G. L. Green

Versteeg
Handle

10-29-73
original to Versteeg
to handle.

RECEIVED
OCT 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 26 '73
REFER TO
Hender -
FOR
Info | Invest | R/D | Dir | Str | Fct | F.E.

1A4

7952

October 23, 1973

Robert & James Crick Company
P. O. Box 306
Parkwater Station
Spokane, Washington 99211

Gentlemen:

We are returning both copies of Contract No. 7952 for work on the Multnomah Falls-John Day River Section in Multnomah, Hood River, Wasco and Sherman Counties as the State Insurance Department has notified us that they cannot approve R. E. Page signing as Attorney-in-Fact for your surety company as there is no Power of Attorney on file for him.

We cannot accept a Power of Attorney sent to us. All our contracts are cleared through the Insurance Department as to authority of the Attorney-in-Fact.

Please have your surety company file a Power of Attorney for R. E. Page with the Insurance Department, 158 N. E. 12th Street, Salem, Oregon 97310. There is a registration fee of $5.

If your surety company does not wish to file a Power of Attorney, they should have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

bc C. T. Keasey
Walt Hart
L. W. Rulien
J. F. Putnam
J. S. Sawyer

INSURANCE DIVISION
Department of Commerce

BOND DISAPPROVED:

There is no power of attorney filed with this Division naming R. E. Page as attorney-in-fact for United States Fidelity & Guaranty Co.

In order for this Division to approve a signature on a bond, a power of attorney in behalf of the individual must be filed by the company, together with a $5.00 filing fee.

Ms. Pat Payton
Supervisor, Company Section

By: Dewey Atkinson/clerk Date 10-22-73

7952

October 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. F. ASBURRY
L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 5, 1973, is requested in the award of contract for the Multnomah Falls-John Day River Section, Project No. I-80N-0(2)31.

The contractor receiving the award is Robert and James Crick Co., in the amount of $753,650.00 with Contract No. 7952 assigned. This bid was received on September 27, 1973, and awarded October 8, 1973.

All right of way or rights of entry have been acquired.

The low bidder completed the anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement.

Date _____
I concur in the award.

G. L. Green
Division Engineer

DAR:js

7952

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
L. W. Rulien
J. F. Putnam
J. S. Sawyer Wm. Geibel (SAIF)

October 9, 1973

Robert and James Crick Co.
P. O. Box 306
Parkwater Station
Spokane, Washington 99211

Gentlemen:

The Transportation Commission on October 8, 1973, accepted your proposal for work on the Multnomah Falls-John Day River Section of the Columbia River Highway in four counties for the sum of $753,650 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project which has been assigned Contract No. 7952.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 20, 1973.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES
By
R. M. Graham, Assistant Manager

fkm
Encl.

August 31, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization and
Advertising Notification

Revised P.S. and E. documents have been submitted to your department for the following listed project. We plan to receive bids on this previously authorized project on September 27, 1973.

I-80N-0(2)31 Multnomah Falls-John Day River Sec.

Attached is a copy of our advertising data for the bid opening of September 27, 1973.

DARied
Attach.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 23, 1973

To: L. H. Young
Office Engineer

SUBJECT: Right of Way Status
FAI Project
Bid Opening September 27, 1973
FA No. I-205-7(2)303

NOTED
E. S. HUNTER

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject projects.

No additional right-of-way was required for the following projects:

Multnomah Falls - John Day River, Gr., Pv., GDRL. and Sign

Columbia River Bridge, Test Piling

Biggs Interchange, Illum.

Campbell St. Interchange (Baker), Landscape

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:HA

cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 23 73
REFER TO
Hunter
FOR
Init. | J.D. | D/R | Sign | Act | File

7952

Russ
Fran

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 9, 1973

Job #24

TO PLAN HOLDERS

FROM E. S. Hunter
E. S. Hunter
Assistant State Highway Engineer

SUBJECT Multnomah Falls-John Day River
Grading, Paving Guard Rail
and Concrete Barrier Project
(Bids previously scheduled to be
opened and read June 29, 1973)

This letter is to inform you that it has become necessary to withdraw the above-named project at this time so that we can add additional safety work to it, including signing and illumination work.

"Plans Credit Certificates" will be issued to those who have ordered and paid for plans for this project.

It is anticipated that bids will be received on this project later this fall, at which time the project will be readvertised and new plans, special provisions, and proposal form will be issued upon request.

9/18/73
Credit
certificates
mailed

NOTED
C. W. HEAD

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

F[illegible] NO. I-80-0(2)31

STATE PROJECT NO. MULTNOMAH FALLS – JOHN DAY RIVER SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-746

COUNTY NAME: VARIOUS

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE 80	COLUMBIA RIVER HIGHWAY ROUTE #2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $4,200; REFLECTORS ON BIN WALL $200; TEMPORARY EROSION CONTROL $1,000; GUARD RAIL END SHOES ON STRUCTURES $700; ON THE JOB TRAINING $800
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED STATE HWY ENGR
JUL 30 73
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-27-73	Wm. V. Cusick	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7-31-73 original & title sheet - Young

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-23-73

FEDERAL AID PROJECT NO.
I-80N-0(2)31

STATE PROJECT NO.
I-80N MULTNOMAH FALLS - JOHN DAY RIVER SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-746

COUNTY NAME
HOOD RIVER-MULTNOMAH SHERMAN AND WASCO

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLAGGE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JULY 23, 1973	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: COLUMBIA RIVER HIGHWAY #2

GENERAL LOCATION:

NOTED
A. E. JOHNSON

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S JULY 12, 1973 LETTER WE APPROVE A MINOR PROGRAM CHANGE ADDING ADJUSTMENTS TO THE EXISTING ILLUMINATION TO THE CHARACTER OF THE PROPOSED WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[X] OTHER (Specify)
MINOR PROGRAM CHANGE

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

7-26-73
Copy Young

NOTED
E. S. HUNTER

RECEIVED
JUL 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUL 25 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-23-73	Vernon E. Caveff	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 12, 1973

TO G. L. Green, Division Engineer
[redacted]
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Minor Program Change
Project No. I-80N-0(2)31

We hereby request your approval of a minor program change to Item No. 746, Project No. I-80N-0(2)31, "Multnomah Falls-John Day River Section", to add to the "Character of Proposed Work" adjustment of the existing illumination. The adjustment will be at various locations throughout the length of the project and consists of work such as (1) installation of frangible bases; (2) moving the transformers a safe distance from the traveled way; (3) moving the poles and luminaires as required.

The overall project cost does not require changing at this time.

JG:pr

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO.

O.

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
I-80N Multnomah Falls-John Day River	ADT	NA	NA	93	10	Oregon	35	042	746

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-ACR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
, Med.Barr.,Sign,Illum.								I-	80-0(2)	MI 31	N

FUNDS	COUNTY NAME	CODE
Interstate	Hood River, Multnomah, Sherman, Wasco	027, 051, 055, 065

AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Interstate	I	I-80N	2	I- 80N

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST (Safety)		ITEM AS NOW PROGRAMED	746	I-80N-0(2) 31	I-80N Multnomah Falls-John Day River	0.0	647,823	597,745	50,078	Gr.,dr., pave shldrs., guardrail, med. barrier, conc.shldr. barrier, sign adj. and/or frangible bases.
					PROJECT TOTAL	0.0	647,823	597,745	50,078	
PE ROW CONST (Safety)		REQUESTED REVISION	746	I-80N-0(2) 31	I-80N Multnomah Falls-John Day River	0.0	647,823	597,745	50,078	Gr.,dr., pave shldrs., guardrail, med. barrier, conc.shldr. barrier, sign adj. and/or frangible bases & illumination of the ramp-cross road intersections at Biggs Intchge.
					PROJECT TOTAL	0.0	647,823	597,745	50,078	

PR-9 has been submitted Yes ☐ days.

PROJECT WITHDRAWN YES ☐

CODE 11 → CODE 2

REASON FOR CHANGE: To add illumination to "Character of Proposed Work" to cover installation of illumination of the ramp-crossroad intersections at Biggs Interchange. The work was approved as eligible for FAI funds under FHWA memorandum of November 3, 1972.

ing into two or more projects. Prepare a form PR-1 for all esulking from such action.

ROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE: July 2, 1973	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	XXXXXXXXXXX ENGINEER: Office	TITLE	TITLE

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48000-P61

Budget Bureau No. 41-R2068; App

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

U.S. DE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: I-80N Multnomah Falls-John Day River	ADT	NA	FUTURE (66)–(70): NA	YEAR (71)–(72): 93	REGION (74)–(75): 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 21–63: Gr., G-rail, Med.Barr.,Sign,Illum.	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PROJECT NUMBER: PREFIX LETTER(S) 14–23: I-	NUMBER-AGR. NO. 7: 80-0(2)

CARD 4	CLASS OF FEDERAL FUNDS [1]: Interstate	COUNTY NAME: Hood River, Multnomah, Sherman, Wasco 027
	NAME OF URBAN AREA 17-31	F.A. SYSTEM: Interstate

RTE NO.: I — FEDERAL AID: I-80N — STATE (32): 2

CARD 5	LINE NO. (1)–(18)	CHNG CODE 38	PROJECT COUNT 41	CL 42	WORK TYPE 43–46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	
1										I-80N Multnomah Falls-John Day River					Gr.,dr., guardrai conc.shl adj. and bases.
5					PE		ITEM AS NOW PROGRAMED	746	I-80N-0(2) 31						
					ROW										
					CONST (Safety)						0.0	647,823	597,745	50,078	
										PROJECT TOTAL	0.0	647,823	597,745	50,078	
5					PE		REQUESTED REVISION	746	I-80N-0(2) 31	I-80N Multnomah Falls-John Dav River					Gr.,dr., guardrai conc.shl adj. and bases & the ramp sections
					ROW										
					CONST (Safety)						0.0	647,823	597,745	50,078	
										PROJECT TOTAL	0.0	647,823	597,745	50,078	

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

CARD 1: COLUMN 14 ⟶ CODE 11 — CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To add illumination to "Character of Proposed Work" to cover ins illumination of the ramp-crossroad intersections at Biggs Interchange. The wor as eligible for FAI funds under FHWA memorandum of November 3, 1972.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
May 11, 1973	DATE: July 2, 1973	DATE	DATE
OTHER: May 15, 1973	SIGNATURE	SIGNATURE	SIGNATURE
	XXXXXXXXXXX ENGINEER: Office	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

June 5, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request
and Advertising Notification

Postponement of the June 7 bid opening to June 28 has become necessary because of the current union-A.G.C. labor negotiation and the consequent uncertainties created thereby.

The following listed projects, previously authorized, are to be advertised for bids to be received on June 28 and 29.

I-5-3(93)141	Rice Hill-N. Oakland Junction Section
I-5-5(62)283	Baldock Safety Rest Area
I-5-0(1)137	McKenzie River-Sutherlin Section
I-80N-0(2)31	Multnomah Falls-John Day River Section
T-5012(1)	4th St.-5th St. (Grants Pass) Section
T-5019(4)	4th St. at Bartlett St. (Medford) Section

Attached are copies of advertising data, postponement notice, bid withdrawal notice for "Marquam Bridge-SW Spring Garden St. Headlight Glare Screen Project," and bid schedule date listings.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegrated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submittted utility-railroad status report.

Att.

DAR:dg

May 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT P.S. & E. Authorization Request

P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your advertising authorization.

I-5-5(61)274 Hubbard Intchge.-Woodburn Intchge. Section
I-80N-0(1)133 Arlington-Idaho State Line Section
I-80N-0(2)31 Multnomah Falls-John Day River Section
I-5-0(1)137 McKenzie River-Sutherlin Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

SECTION NUMBER [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-11-73

BY (Signature): MR. YOUNG'S MAY 7, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 745 THRU 747

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
745	I-80N-0(1)138	*	1,150,000	1,061,000	I-80N ARLINGTON-IDAHO STATE LINE. BAKER-GILLIAM-MALHEUR-MORROW-UMATILLA & UNION COUNTIES.	GRADE-GUARDRAIL-MEDIAN BARRIER AND SIGNING.
746	I-80N-0(2)31	*	600,000	553,000	I-80N MULTNOMAH FALLS - JOHN DAY RIVER. HOOD RIVER-MULTNOMAH- SHERMAN AND WASCO COUNTIES.	GRADE-GUARDRAIL-MEDIAN BARRIER AND SIGNING.
747	I-5-0(1)137	*	1,800,000	1,660,000	I-5 MCKENZIE RIVER - SUTHERLIN SECTION. DOUGLAS & LANE COUNTIES	GRADE-GUARDRAIL-MEDIAN BARRIER AND SIGNING.

*INTERMITTENT SECTIONS.

RECEIVED
STATE HWY ENGR
MAY 14 '73

REFER TO: Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS (Division)

AS REQUESTED IN MR. YOUNG'S PROGRAM TRANSMITTAL LETTER OF MAY 7, 1973, I CONCUR IN THE NEGATIVE ENVIRONMENTAL STATEMENT CONTAINED IN THAT LETTER FOR THE ABOVE THREE PROJECTS.

Orig-

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-11-73	G.L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

May 7, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Program Data Submission
for three Interstate Projects

We are submitting program data for three Interstate Safety Projects, Item Nos. 745, 746 and 747, which we desire to have included in the Federal-aid Interstate Highway Program.

Each of the projects qualify as a "Safety Improvement Project" under IM 21-7-71.

The projects do not require public hearings under the provisions of paragraph 6c of PPM 20-8.

The projects are exempt from State, Districts 2 and 5 Clearinghouse reviews under working agreements dated April 28, 1970, October 16, 1970 and July 27, 1970, respectively.

Design approval for these proposed safety projects is considered as having been given when the B.P.R. accepted the standards recommended in the "Yellow Book", AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety". FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book" is considered design approval for minor safety improvements; therefore, design approval is considered given prior to January 18, 1969, the effective date of the current PPM 20-8.

Negative Environmental Declaration

In consultation with our Environmental Section, the following negative environmental declaration for the intermittent "spot" safety improvements projects listed below is set forth for your concurrence.

Arlington-Idaho State Line Section
Columbia River and Old Oregon Trail Hwys. (I-80N)

Multnomah Falls-John Day River Section
Columbia River Highway (I-80N)

McKenzie River-Sutherlin Section
Pacific Highway (I-5)

Purpose of Project: The purpose is in keeping with the basic philosophy of improving highway safety and is a typical element in the national concern that roadside features associated with injury or accident to the highway user is eliminated or minimized in their effect.

Discussion of Environmental Impacts: The subject intermittent "spot" safety improvement projects will be within the existing highway right-of-way, so they will not preempt land uses in private control.

Adequate signing will protect the motorist while the work is in progress.

The work consists of providing protection for the motorist who unintentionally leaves the traveled way by placing guardrail, median barrier and shoulder barrier at locations where hazardous fixed objects are in close proximity to the through roadway. Also, extending guardrail installations and flaring their approach ends and burying these ends, where practical, in mounds of earth. Other safety features include improvement of shoulder treatment, flattening slopes around culvert ends and constructing smooth transitions between the guardrail and bridge ends.

The installations of guardrail and protective barriers are basically for the purpose of redirecting errant vehicles. Only in this way will the motorist who unintentionally leaves the traveled way have a greater chance to avoid major property damage and injury or fatality at locations where hazardous fixed objects are in close proximity to the roadway shoulders.

Basis for Negative Declaration: It is the conclusion of the Oregon State Highway Division staff that these projects do not constitute a "major action" as defined in PPM 90-1, Appendix F, nor do they have the potential to significantly affect the quality of social or natural environment.

Enc.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-7-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION *(45 typewriter spaces)*: I-80N Multnomah Falls-John Day River (21–68)

ADT | PRESENT: NA | FUTURE: NA | YEAR: 93 (66) (70) (71) (72)

REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 (2) (3) | APPN CODE: 042 (4) (9) | ITEM NO.: 746 (14) (18)

PROPOSED WORK *(45 typewriter spaces)*: Med. Barr., Sign (42)

NATL. FOREST (63) (65) | FH ROUTE NO. (66) (69) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71)

EMERG. YR. (72) (73) | PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S): I- (14 23) | NUMBER: 80-0 (7 13) | SEQ. NO.: (2) (24) (26) | I. Projects Only — POST MI.: 31 | DESIG.: N (27)

FUNDS: Interstate (A)

COUNTY NAME: Hood River, Multnomah, Sherman, Wasco | COUNTY CODE: 027, 051, 055, 065 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I | FEDERAL-AID: I-80N (22) | STATE: 2 (30) (37) | U.S.: I-80N (41)

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(43 46)	(53)		(54) (58)	(59) (66)	(67) (76)			
PE		I-80N Multnomah Falls-John Day River						Gr., dr., pave shoulders, guardrail, median barrier, conc. shoulder barrier, sign adj. and/or frangible bases.
ROW								
CONST (CODE) Safety Y101			*	600,000	553,000	47,000		ROW-250' normal; Access Control-full; Parking Restriction-complete.
		PROJECT TOTALS	*	600,000	553,000	47,000		
			(16)	(23)	(24)	(33)		

*Intermittent Sections.

REMARKS

ED BY

M APPROVAL DATES

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-7-73

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 I-80N Multnomah Falls-John Day River 65	ADT	PRESENT NA	FUTURE NA (66)(70)	YEAR (71)(72) 93	REGION 10	STATE NAME Oregon	ST C (2
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Gr., Guardrail, Med. Barr., Sign 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 80-0	SEQ (
CARD 0	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME 027, 051, 055, Hood River, Multnomah, Sherman, Wasco			CODE (14)(16) 065	
	NAME OF URBAN AREA 17-31						ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE (36)(37) 2	U.S. I-80N (41)	

CARD 5	LINE NO. (14-15)	CHANGE CODE (6	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					PE		I-80N Multnomah Falls-John Day River					
5					ROW							
5					CONST (CODE) Safety Y101				* 600,000	553,000	47,000	
									* 600,000	553,000	47,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)(23)(24)(33) REMARKS

Gr. shou med shou adj bas

ROW Acc Par com

*Intermittent Sections.

USC

MULTNOMAH FALLS-JOHN DAY RIVER SECTION
PROJECT NO. I-80N-0(2)31

CONTINUED:

nsists of intermittent protection at fixed objects by grading,
and paving shoulder areas; installing guardrail, guardrail
median barrier, guardrail connections at bridge ends, concrete
barriers, culvert inlets, culvert extensions, frangible bases
cellaneous sign adjustments.

house Approval: Exempt from State and District Clearinghouse
and comments under working agreements dated April 28, 1970 and
16, 1970, respectively.

earing: Not required under the provisions of paragraph 6c of
.

Design Approval: FHWA has indicated in previous correspondence
ir acceptance of the standards recommended in the "Yellow Book",
Design and Operational Practice Related to Highway Design",
d by AASHO in February 1967, is considered design approval for
fety improvements based on the AASHO recommended standards.

ental Requirements of PPM 90-1: Covered in program transmittal

ents of IM 20-4-72: The seven items set forth in paragraph 4b
applicable to the proposed project since the present location
gn of the existing highway facility will not be changed, so
ll be no alteration of land use or traffic flow patterns.

n-the-job trainees as set forth in FHWA Order Interim 7-2(2),
project will be determined at P.S. & E. stage and the number
ed in the P.S. & E. documents.

MULTNOMAH FALLS-JOHN DAY RIVER SECTION
PROJECT NO. I-80N-0(2)31

REMARKS CONTINUED:

Work consists of intermittent protection at fixed objects by grading, draining and paving shoulder areas; installing guardrail, guardrail anchors, median barrier, guardrail connections at bridge ends, concrete shoulder barriers, culvert inlets, culvert extensions, frangible bases and miscellaneous sign adjustments.

Clearinghouse Approval: Exempt from State and District Clearinghouse reviews and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered design approval for minor safety improvements based on the AASHO recommended standards.

Environmental Requirements of PPM 90-1: Covered in program transmittal letter.

Requirements of IM 20-4-72: The seven items set forth in paragraph 4b are not applicable to the proposed project since the present location and design of the existing highway facility will not be changed, so there will be no alteration of land use or traffic flow patterns.

NOTE: On-the-job trainees as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 2, 1973
Salem, OR 97310

To: L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: Utility Status Report for
May 24, 1973 Letting

The status of negotiations with utilities on the following Safety-FAI projects for the above letting is as follows:

1. ARLINGTON-IDAHO STATE LINE SECTION
Project No. I-80N-0(1)138 Guardrail, Bk-away, Attenuators

No utilities in conflict with this project.

2. MULTNOMAH FALLS-JOHN DAY RIVER SECTION
Project No. I-80N-0( ) Guardrail, Bk-away, Attenuators

No utilities in conflict with this project.

3. MCKENZIE RIVER-SUTHERLIN SECTION
Project No. I-5-0( ) Guardrail, Bk-away, Attenuators

No utilities in conflict with this project.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations with the project listed above.

Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: H. S. Coulter
F. L. Hall
V. E. Skoog
J. B. Boyd
C. G. Swenson
R. N. Chase (7)

NOTED
E. S. HUNTER

RECEIVED
MAY 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GPO 833478-724

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contracts

Arrangement of Records: contract number

Index: (Cont from Reel 165)

INDEXING: Begins with 1937 Ends with: 1952

FLASH CARDS: Beginning

Remarks:

Reel No. _____ Reduction Ration 21X Project No. ___

Camera: Name Bell/Howell Model Filmaster Film 16mm HH

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 27 day of Feb, 19 84 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Debra Savage